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ENGINEERING, BANKING, MINING, MANUFACTURES.

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## American Railroad Journal.

New York, Saturday, August 5, 1865.

### Official Experiments.

It is well known that during the whole war there has been a contest of opinion among experts as to the manner in which our national steamers have been constructed. The head of the department, Mr. Welles, is well known to have had neither the early education, nor the professional experience, necessary to qualify him to become of himself a designer, constructor, or even a judge of steam machinery. Mr. Fox, his assistant, who for some years previous to the war was an agent for a New England cotton factory, certainly did not bring to his place any official prestige; and the officers of the Navy have had but one opinion about his experience; so that after all, the responsibility of failures, and the glory of success, must belong to other parties. And they are forthcoming.

A Mr. Isherwood, a man of decided talent, and accustomed to push his way at Washington through many former and now justly forgotten administrations, has been really at the head of the the Bureau which "runs the machine;" and whatever of good or bad fortune has attended our steam marine, is chargeable to the plans, influence

and direction of this gentleman, if we may believe what we have read, heard or know.

The most serious assaults made on Mr. Isherwood have been by Mr. Dickerson, an eminent, and enthusiastic and talented engineer of this city, and the contest has never yet been brought to a point. The war being over, Mr. Isherwood plans, influence, and theories, amount to nothing in the future, and can hereafter put no money in any one's pocket; and on the other hand Mr. Dickerson and his friends, such as Mr. Fobes of Boston, will have only the glory of amateurs, and not the profits of contractors, no matter how well they succeed in establishing their principles.

Perhaps the truth will never be fully known, as to the merits or demerits of the contest which Messrs. Fox and Isherwood have so perseveringly maintained. It is to be hoped however that some competent authority will ventilate the subject sufficiently to let the public know what were the interests which prevailed, and who it was that was able to obtain contracts for vessels that never fulfilled their condition, theoretically or practically.

We make these brief remarks because we see the old controversy revived again on the part of Mr. Dickerson, who has challenged the Secretary of the Navy to compare the working of the steamer Algonquin with any similar vessel at the disposal of the Navy Department, in order to test their comparative excellence. The Navy Department has accepted the challenge, and submits the Winooski to the required test so far as this:

The two vessels, instead of running a trial trip to sea, and testing under all circumstances their effective service value, are to be tied up along side of a pier, so that they cannot move, and then the wise men of the Novelty and Dry Dock Works are to examine and report, how many times the wheels of these two steamers turn in a certain number of hours, the average number of revolutions, the quantity of coal burned, the pressure of steam, the amount of vacuum, and every other theoretical fact which engineers delight in questioning.

But the real superiority of the Algonquin to the Winooski will never be determined in this way. The movements of an engine, when a steamer is fastened to a dock, are no test of her power when in motion, as engineers well know; and as Mr. Ren-

wick has recently explained in his card in the *Evening Post*. Nor is it practicable to work steam expansively under such conditions for obvious reasons.

We consider therefore the acceptance of the challenge by the Navy Department as a mere attempt to escape discomfiture, by a resort to technicalities, which will prove nothing at all.

We shall doubtless know how much coal the two steamers burned while lying still, how many times their wheels have turned, how high was the steam, and what was the average vacuum; but which on a voyage was the fastest, consumed the least coal, and came out in the best condition, we shall not know by this experiment, and it was never intended that we should know. To common sense people this trial is to be very similar to one which should be made to test the strength, speed and powers of endurance of two men, of really different frame, temperament, habits, circulation and appetite. To tie these men up to a stake, to fasten their legs, and then count the beats of their pulses, ascertain how much food they had consumed, and how much water, would give but very little idea of the endurance, speed or comparative powers of either. So a contest between two steam engines tied up to a wharf will give us no idea of what an exquisitely designed model, or splendid lines in the water will do when impelled by scientifically applied power. There are two systems at work, both different. They cannot be compared except by their difference and their opposites.

In short we consider these dock experiments utterly fallacious, and inconclusive, and tending to obscure and obfuscate the public mind, as no doubt it is intended. We are not trying wharves, or stationary engines, we are looking for fast steamers.

We consider the experiment about as useful and as satisfactory as if two steam saw mills were pitted against each other, to test the superiority of locomotives generally.

At a Directors' meeting of the P., C. & B. V. R. R. Co., at Baraboo, Wis., Gen. A. W. Starks was chosen President of the company; Maj. Chas. H. Williams, Treasurer; A. A. Avery, Esq., Secretary, and L. J. Claude, Esq., Engineer.

The annual meeting of the Belvidere Delaware Railroad Company, and the Flemington Railroad and Transportation Company was held at Trenton N. J., on the 26th ult., when the following directors were chosen for each corporation:

*Belvidere Delaware Company.*—Robert F. Stockton, Edwin A. Stevens, Richard Stockton, Ashbel Welch, Chas. Sitgraves, Chas. Bartles, Geo. M. Robeson, Lewis Perrine, Benjamin Fish.

*Flemington Company.*—Robert F. Stockton, Richard Stockton, Chas. Bartles, Jno. G. Reading, Edwin A. Stevens, Benjamin Fish, Alex. Wurts, Wm. P. Emery, Hugh Capner.

#### Chicago, Burlington and Quincy Railroad.

The earnings of this road for the year ending April 30, 1885, between Chicago and Burlington, Peoria and Galesburg, and Yates City and Lewiston, 300 miles, were:

From freight.....	\$3,395,679 45
" passengers .....	1,168,596 21
" mails and miscellaneous.....	133,911 04
	<b>\$4,688,186 70</b>

The operating expenses were:

Repairs of track.....	\$709,273 68
" bridges.....	43,992 15
" buildings.....	67,270 26
" fences.....	23,211 32
" locomotives.....	318,766 69
" cars.....	229,449 93
Loss and damage.....	43,195 72
Fuel consumed.....	170,592 82
Oil and waste.....	51,931 60
Train service.....	106,097 88
Engine.....	153,853 81
Station.....	185,374 52
Water.....	55,573 92
General expenses.....	131,078 31
Miscellaneous.....	36,484 49
	<b>2,436,147 10</b>

Earnings less expenses.....	\$2,252,039 60
Interest and exchange.....	14,630 36
Add balance to credit of income account April 30, 1885.....	1,026,093 11
	<b>\$3,292,763 07</b>

From which deduct—

Interest on bonds.....	\$349,035 14
Premium on fract'l stock.....	8,491 61
Taxes—State.....	71,846 74
" National.....	176,873 00
Expenditures for improvements.....	47,485 09
Rent of depots & tracks.....	17,921 60
Transfer office expenses.....	2,000 00
Dividend May 25, 1884.....	262,844 00
Distribution of stock.....	745,600 00
Dividend Nov. 15, 1884.....	519,600 00
Transfer to sinking fund.....	102,664 86
	<b>2,304,362 04</b>

Balance May 1, 1885..... \$988,401 03

The road of this Company consists of the line from Chicago through Galesburg to Burlington, 204 miles; from Galesburg to Quincy 100 miles; from Galesburg to Peoria, 53 miles; from Yates City to Lewiston, 30 miles, and that part of the old road from the Galena Junction to Aurora, 13 miles, making a total of 400 miles.

The expenditures made for construction and in the purchase of this 400 miles of road, including depot grounds and buildings in Chicago, but exclusive of the cost of equipment, has been.....	\$12,472,407 44
For equipment.....	2,518,233 12
For Union Track in Chicago.....	64,612 31

Total cost of road, equipment and appurtenances..... \$15,055,252 87

The Capital Stock of the Company on the 30th of April was, \$8,376,510.

The Funded Debt, exclusive of the Bonds canceled by the Sinking Fund, was as follows:

Chicago and Aurora and Central military tract bonds.....	\$169,000 00
Chicago, Burlington and Quincy trust mortgage sinking fund, 8 per cent. bonds convertible.....	467,000 00
The same class of bonds, inconvertible.....	3,167,000 00
Chicago, Burlington and Quincy trust mortgage 7 per cent. bonds, issued on road from Peoria to Burlington.....	680,000 00
Chicago, Burlington and Quincy second mortgage bonds, 4 and 4½ per cent., issued in exchange for bonds of Quincy and Chicago Railroad Company.....	941,000 00
Chicago, Burlington & Quincy scrip certificates issued for the same purpose as above, not bearing interest.....	\$667,000 00
Less scrip redeemed.....	196,031 25
	<b>500,968 75</b>

Total bonds and scrip, average rate of interest 6.63 per cent.....	\$5,924,968 75
Capital stock.....	8,376,510 00

Total stock, bonds and scrip..... \$14,301,478 75

Excess of cost of road, equipment and appurtenances over stock and bonded debt, \$753,774 12.

The other assets and liabilities of the Company, on the 30th day of April, were:

#### ASSETS.

Value of material on hand for the future use of the operating department.....	\$500,212 19
Accounts, bills receivable, due from Agents and connecting roads.....	347,868 22
Deposits in New York, Boston and in Treasury.....	420,521 43
Steam Ferry Boat at Burlington.....	29,741 20
Chicago Teams (used for City Delivery of freight).....	8,003 89

Total..... \$1,306,346 93

#### LIABILITIES.

Amount unclaimed div.....	\$1,353 00
Accounts and pay rolls.....	83,763 34
Due agents and connecting roads.....	440,142 55
	<b>525,258 89</b>

Balance of Assets..... \$781,088 04

Add excess of cost of road, &c., over stock and bonded debt..... 753,774 12

Total.....	\$1,534,862 16
Less payments for sinking fund.....	649,125 99

Balance..... \$885,736 17

Add for temporary purchase of bonds the past year for sinking fund not canceled, but yet included in bond account.....	102,664 86
Total.....	<b>\$988,401 03</b>

The income and operating accounts of the Road, from Galesburg to Quincy, have not been transferred to this company, and consequently do not appear in this report.

The capital stock of the company has been increased the past year by the sale of 10,537<sup>7</sup>/<sub>16</sub> shares of stock to stockholders at par, as per circular of April 29th, 1884, and the distribution of 7,456 shares on account of surplus earnings of the road, and the issue of 30 shares in exchange for Chicago, Burlington and Quincy 1st mortgage convertible bonds, amounting in all to..... \$1,805,360 00

The bonded debt has been reduced..... 203,062 50

Total increase of stock and bonded debt..... \$1,602,297 50

The expenditures during the same time for construction and equipment, including payments on account of purchase of road, have been as follows:

For new road from Chicago to Aurora.....	\$252,242 57
For South Branch Dock Lands, tracks and improvements.....	33,376 29
For Land, Tracks, buildings and improvements for cattle yards, Chicago.....	210,339 70
For sundry other buildings at Chicago and on the line.....	9,399 20
For lands for depot at East Burlington, and grading levee and buildings thereon.....	41,159 09
For bridges and culverts and other improvements on the line from Peoria to Burlington.....	56,005 90
For depot grounds and buildings at Peoria.....	49,545 31
For union track, Chicago.....	17,812 30
For completion of telegraph line.....	4,961 48
For locomotive engines.....	\$37,880 00
For passenger cars.....	59,038 03
For freight cars.....	243,260 09
	<b>340,178 12</b>
For on account of purchase of Quincy and Chicago road.....	178,365 74

Total expenditure..... \$1,193,385 70

The Treasurer's report shows the gross income of the 300 miles of road, the past year, to have been \$4,688,186 70, being an increase over the previous year, of \$1,597,975 67 or 51.7 per cent., over the earnings of last year.

This income has resulted in part from the use of the new line of road, since the 20th of May, instead of the thirty miles of the Galena road, previously used for the passage of our trains and business, for the use of which, since May 20th, this company would have paid that company, if the new line had not been built, about \$236,000, in part from \$55,000 local earnings of new line, and in part from an increase in business and from the higher rates charged for transportation, rendered necessary by the largely increased cost of operating and maintaining the road.

The road and equipment has been fully kept up and maintained, notwithstanding the high prices that have ruled, and are now in better condition than at any former period.

The operating expenses have been fifty-two per cent., of earnings, or about the same as the previous year. There has been added to the equipment of the line, the past year, 6 locomotive engines, besides one re-built nearly new and not included in report of last year, (four being for the Quincy and Chicago road,) 6 passenger cars, 1 mail and express car, 174 house, freight and cattle cars, 21 platform and coal cars, 1 paymaster's car and 1 tool car, also 6 passenger cars and 6 drovers' cars are nearly completed.

The equipment of the line now consists of: 105 locomotive engines, 46 passenger coaches, 25 baggage, express and mail cars, 1 paymaster's car, 1,508 house, freight and cattle cars, 422 platform and coal cars, 36 conductors and drovers cars, 1 wrecking, 1 tool and 1 piledriving car.

For a considerable portion of the time the past year, the equipment of the line was inadequate to meet the just demands of the business of the road. To meet this, and to provide to some extent, for future business, 7 locomotives engines and a large number of cars have been added and a further order for six locomotive engines has been made, to be delivered before the first of September, the time the pressure of fall business usually commences.

The new line of road from Chicago to its connection with the old line at Aurora, including the ten miles of double track extending from Chicago to Lyons, has been thoroughly and substantially built and completed, excepting a few miles of the ballasting of the double track, which is now being done. It became necessary to suspend this work last fall, all the rolling stock being required in the freight business of the road.

The advantages to this company of having an



independent line and road of their own, especially at its main terminus, which the building of this new line gives, have not been over estimated, as the present business, condition and operation of the road has and will continue to demonstrate.

This company has carried out their agreement with the South Branch Dock Company, by laying a track from their line of road to and along the north side of that company's property, so far as the same is required to transact business on the canals now ready for use. This track has been laid through Brown street, instead of west of Barber street, as originally contemplated, which has added something to the cost for the right to open and occupy this street. This expense however, will be largely compensated for in the increased value, in the using of that large and valuable property in connection with the business of the road, the track now connecting immediately at our depot and grounds instead of about one mile west of there.

The canal in front of this company's property and the dock one thousand feet in length has been completed, the necessary track laid and the property is now being used for the business of the company.

The work designed to place the road from Peoria to Burlington in proper condition for economical use has been continued, although at a considerable increase in cost. This expense so far as it could reasonably be charged as repairs or renewal of work has been charged to operating account, and the residue has been charged to account of cost of the road. Lands have been purchased at Peoria for depot purposes, a passenger house has been erected at this place for the joint use of this company, and the Toledo, Peoria and Warsaw Railroad Company.

A new engine house, water house, car repair shop and blacksmith shop, have been substantially built of brick. Coal houses and turntables have also been built, a freight house is yet to be constructed to complete the buildings at this place.

The grade and track extending over the Mississippi bottoms for a distance of six miles eastward from Burlington, has been raised some two feet above the highest known water mark.

The embankments have been protected from washing, and some thirty-five hundred feet of substantial pile bridging has been built to secure ample water-way for the passage of water in time of extensive floods. In arranging and providing a depot at East Burlington, that should be secure and above high water, it was found necessary to change the location to a point immediately south of and adjoining the old depot grounds. These additional grounds have been purchased, and a sufficient amount for ordinary purposes have been filled and graded and secured by levee and other protection. An engine house, turntable, water house and coal house have been erected, the necessary tracks laid, and a freight and passenger house is in course of erection.

These grounds and improvements have been located and arranged with reference to and in view of the location and building of a bridge at an early day over the river to connect with the Burlington and Missouri River Railroad, in the city of Burlington.

In the last annual report, it was stated that the company had "recently purchased, just within the city limits, adjoining the new line of their road, about forty acres of land, for the purpose of erecting stock-yards thereon." Some considerable expenditure has been made upon the lands, but the work upon them has been suspended, in consequence of an effort by several of the principal railroad companies, whose lines terminate in Chicago, to construct Union stock-yards, to which all can have easy access, and by means of which one general mart for the transaction of stock business can be established, which, it is thought, will conduce to the best interests of all parties concerned.

The Union Stock Yard Company purchase from this company its improvements, and the unused materials on hand, at cost, and it is believed the lands, or so much of them as are not required by

the company for other purposes, can be sold for sufficient to fully reimburse this company for its outlay.

The cost of repairs on the Chicago, Burlington and Quincy and Quincy and Chicago line, 400 miles, is \$884,257 28, less \$66,323 42 for improvement—leaving \$317,933 86 for repairs proper. The number of miles run by locomotives on the above named lines is 1,963,105: Cost per mile for engine repairs, 16.19 cents; for oil and waste, 1.79 cents; for fuel, 12.60 cents—total cost per mile run, 30.48 cents.

The number of passengers carried over the whole line during the year was 842,559; of these, 49,967 were through, and 792,492 way. Of the through passengers, 21,360 were carried east, and 28,707 west. Of the way passengers, 395,328 were carried east, and 397,164 west. Total carried east, 416,688; do., west, 425,871. Total mileage of passengers, 43,406,925—an increase over the previous year of 12,797,060.

The total number of tons moved over the whole line in 1864, was 809,674; in 1865, 737,511—a decrease of 72,163. Total tonnage east in 1865, 456,835; do., west, 280,676. Total number of tons moved one mile over the whole line in 1865, 107,579,360—a decrease of 9,174,148.

The earnings of the line for the fiscal years ending April 30, have been:

	1864.	1865.
Freight .....	\$2,979,016 21	\$3,919,859 83
Passengers .....	956,474 89	1,508,234 25
Mails, etc.....	104,431 71	153,758 14
	\$4,039,922 81	\$5,581,852 22

#### CONDENSED BALANCE SHEET.

Capital stock .....	\$8,376,510 00
Funded debt .....	5,924,968 75
Unclaimed dividends .....	1,352 00
Unpaid accounts and pay rolls .....	83,763 84
Due agents and connecting roads ..	440,142 55
Sinking fund .....	649,125 99
Balance to credit of income account ..	988,401 08

	\$16,464,264 66
Construction as per last report ....	\$9,287,414 55
New road to Aurora " .....	762,877 76
Equipment " .....	1,903,786 82
	\$11,954,079 13

Less reduction made in settlement with Moss, Harding & Co.....	\$58,773 26
Less lands sold .....	12,259 00
	71,032 26

	\$11,883,046 87
New equipment.....	340,178 12
New road from Chicago to Aurora.	252,242 57
Lands, buildings and improvements on cattle yards .....	210,339 70
Lands, track and dredging at South Branch Dock .....	33,376 29
Lands and buildings for East Burlington depot and grounds ....	16,704 59
Sundry other buildings at Chicago and on the line .....	9,399 20
Union track at Chicago .....	17,812 30
Completion of new telegraph line.	4,961 48
Improvements on line from Peoria to Burlington .....	130,005 71
Road and equipment from Galesburg to Quincy .....	2,157,186 04

Total cost of road and equipment.	\$15,055,252 87
Fuel and materials on hand .....	537,057 28
Accounts and bills receivable.....	111,778 13
Due from agents and other roads..	236,090 09
Cash in N. Y., Boston and Treasury	420,521 43
Deposit with Trustees sinking fund	102,664 86
	\$16,464,264 66

The directors chosen at the annual meeting, June 23, 1865, are as follows:

President.—JAMES F. JOY.

Directors.—Erastus Corning, James F. Joy, Chauncey S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Booth, John N. Denison.

Chairman of Board.—JOHN N. DENISON.

General Superintendent.—ROBERT HARRIS.

Treasurer and Secretary.—AMOS T. HALL.

#### Richmond, Fredericksburg and Potomac Railroad.

The cars on this road, carrying passengers and freight, now run fifty-eight miles, or to within three miles of Fredericksburg. The through train starts for and from that point every day, and connects with Colonel Harman's line of stages, which conveys passengers to and from Potomac Creek, where, going north, they are received, and, coming south, they are landed by a line of steamers. The accommodation train between Richmond and Milford runs every day, except Sunday. A freight train leaves and arrives in Richmond every Thursday. It is confidently expected that the trains will go through to Fredericksburg in about two weeks from now, and to Acquia Creek by the middle of next September, at which time there will be placed on the Potomac a newly built line of steamers, to be under the management and control of the old Potomac Steamboat Company, of which Moncure Robinson is President. Work on a bridge, which is to be a permanent structure, was commenced yesterday at the Rappahannock River, under the immediate superintendence of Mr. E. D. T. Myers, Chief Engineer to the company, who has a large force employed. Another large force is engaged, under the superintendence of Mr. William M. Braggin, building bridges and relaying track between the Rappahannock and Acquia Creek. The rolling stock of the company is in complete order, and amply sufficient for present and prospective demands.—*Richmond Whig*, July 26.

#### Allegheny Valley Railroad.

The *Armstrong Democrat* says that the Allegheny Valley Railroad Company is now building ten miles of its road between Kittanning and Orrsville. From Orrsville to the mouth of Red Bank the road has also been located. This would make it ten miles more, and bring it to another great centre for the oil and iron business of the Clarion and Red Bank, as well as for the Brady's Bend Iron Works. Were it possible for the people of Clarion and of Brookville to build branches from their respective towns to the junction at the mouth of Red Bank, the finest mineral and agricultural country in any part of Pennsylvania would thus be opened up.

#### Bear Creek Railroad.

At a late meeting of the Bear Creek Railroad Company, the Chief Engineer, Mr. Brigdan, was instructed to locate twenty miles of the road at once and prepare it for letting early in August. The parties that have taken the construction of this road in hands are monied men, and state that they will push the road through without delay.

The *Pottsville Miner's Journal* says: "The grading, laying the rails, etc., of the Passenger Railroad to St. Clair has been awarded to Judge Reilly of this Borough. The work will be commenced as soon as the requisite subscriptions to the stock and bonds are made by the merchants and business men of Pottsville. As the road when completed, will be worth many thousands of dollars to the trade of the Borough, nothing but disregard of their true interests will prevent our business men promptly subscribing."

## Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

Railroads (Marked * are double track.)	Capital Account.		Cost of road and Equip'm't.		Miles of Road.		Gross Earnings.		Operating and Repairs.	Earnings less Expenses.	Dividends. Am't. Rate.
	Share Capital.	Funded Debt.	Total Capital.	Floating Debt.	M.	Mt.	Passenger.	Freight, Mails, etc.			
Albany and Susquehanna .....	1,347,192	816,739	2,163,931	26,350	2,156,158	36.00	47,604	47,907	55,462	42,379	7
Albany and Vermont .....	600,000	.....	600,000	.....	600,000	12.00	.....	.....	.....	.....	8
Albany and West Stockbridge .....	1,000,000	1,389,559	2,389,559	.....	2,389,559	38.00	.....	.....	.....	.....	8
Atlantic and Great Western .....	919,153	1,777,500	2,696,653	155,417	3,083,344	48.89	85,143	373,297	377,567	80,873	2
Avon, Genesee and Mount Morris .....	194,250	24,500	218,750	.....	215,304	15.50	17,494	4,760	10,556	12,782	6
Blossburg and Corning .....	250,000	70,000	320,000	17,264	582,346	14.83	65,911	1,683	59,208	8,388	6
Broadway (Brooklyn) .....	200,000	27,500	227,500	.....	227,140	5.88	.....	.....	.....	.....	6
Broadway and 7th Av. (N. Y.) .....	2,100,000	1,200,000	3,300,000	75,000	3,225,000	8.00	94,547	1,003	95,550	18,968	.....
Brooklyn, Bath and Coney Island .....	99,850	76,000	175,850	44,000	120,388	6.50	15,891	.....	15,891	12,890	.....
Brooklyn Central and Jamaica .....	492,150	400,000	892,150	55,292	897,646	14.50	161,254	19,702	170,161	3,668	.....
Brooklyn City .....	1,000,000	170,000	1,170,000	15,000	1,330,717	29.22	664,526	29,806	694,332	77,142	8 1/2
Brooklyn City and Newtown .....	366,000	200,000	566,000	19,144	585,144	6.00	80,434	1,614	82,048	4,102	.....
Brooklyn City and Ridgewood .....	140,000	20,000	160,000	4,637	531,785	0.09	.....	.....	.....	.....	.....
Brooklyn City and Rockaway .....	12,000	.....	12,000	700	.....	.....	.....	.....	.....	.....	.....
Brooklyn, East N. Y. & Rockaway .....	50,000	25,000	75,000	15,000	90,000	.....	.....	.....	.....	.....	.....
Buffalo and Allegheny Valley .....	16,000	.....	16,000	.....	21,300	.....	.....	.....	.....	.....	.....
Buffalo, Bradford and Pittsburg .....	1,100,000	1,100,000	2,200,000	.....	2,200,000	2.75	.....	.....	.....	.....	.....
Buffalo, New York and Erie .....	850,000	2,335,000	3,185,000	.....	3,369,088	142.00	343,362	649,767	1,168,924	Loss.	5
Buffalo and State Line .....	2,200,000	1,200,000	3,400,000	.....	2,784,414	68.34	790,074	1,140,431	1,946,466	769,129	10
Canastota, Brooklyn and Winfield .....	15,000	18,500	33,500	.....	83,500	.....	.....	.....	.....	.....	.....
Cayuga and Susquehanna .....	343,500	271,000	614,500	.....	635,500	34.61	31,303	76,798	108,442	83,483	6
Central Park, North and East River .....	791,350	550,000	1,341,350	.....	1,330,302	19.00	325,305	1,708	327,013	30,493	8
Chemung .....	380,000	.....	380,000	.....	603,889	10.00	94,917	5,521	100,438	9,148	.....
Coney Island and Brooklyn .....	500,000	113,000	613,000	.....	1,166,162	9.00	452,701	.....	452,701	4,208	12
Elmira Avenue (N. Y.) .....	1,000,000	46,000	1,046,000	25,000	500,000	46.84	.....	.....	.....	.....	.....
Elmira, Jefferson and Canandaigua .....	500,000	.....	500,000	.....	2,570,000	78.00	120,127	169,148	289,391	Loss.	5
Elmira and Williamsport .....	1,000,000	1,570,000	2,570,000	.....	40,954,463	624.00	2,523,005	9,855,088	12,373,887	9,057,754	8
Erie Railway .....	24,228,800	17,822,900	42,051,700	.....	951,570	8.00	178,057	358	178,415	22,651	.....
Forty-second St. & Grand St. Ferry .....	660,000	261,600	921,600	33,282	160,000	5.00	34,287	.....	34,287	897	.....
Harlem Bridge, Morrisania, F'dham .....	72,000	88,000	160,000	.....	158,749	8.00	.....	.....	.....	.....	.....
Hicksville and Cold Spring .....	27,820	17,190	45,010	.....	45,262	4.00	.....	.....	.....	.....	.....
Hudson and Boston .....	175,000	.....	175,000	.....	183,000	17.33	21,078	99,497	122,325	.....	8
Hudson River .....	6,218,042	7,737,680	13,955,722	1,167	14,669,847	144.00	1,921,964	2,142,301	4,132,600	1,587,293	8
Long Island .....	1,852,716	932,000	2,784,716	.....	2,928,474	103.50	308,896	178,795	487,691	335,286	14
New York Central .....	24,386,000	13,211,341	37,597,341	.....	32,879,251	555.88	3,923,152	8,543,370	12,467,890	9,346,184	9
New York and Harlem .....	6,585,050	6,115,800	12,700,850	.....	10,616,038	132.87	735,161	864,558	1,600,709	451,608	.....
New York and Flushing .....	135,000	135,000	270,000	6,000	261,000	8.00	.....	.....	.....	.....	.....
New York and New Haven .....	2,980,839	2,000,000	4,980,839	125,622	6,192,520	62.85	1,481,038	275,749	1,840,434	985,547	12
Niagara Bridge and Canandaigua .....	1,000,000	.....	1,000,000	.....	1,000,000	101.25	90,108	.....	90,108	60,000	6
Ninth Avenue (N. Y.) .....	795,360	67,000	862,360	.....	451,154	6.00	159,564	547,444	726,343	Loss.	.....
Northern (Ogdensburg) .....	.....	4,571,900	4,571,900	.....	4,644,056	121.75	.....	.....	.....	176,639	.....
Oswego and Rome .....	174,750	.....	174,750	.....	214,286	.....	.....	.....	.....	.....	.....
Oswego and Syracuse .....	396,340	311,500	707,840	39,536	901,853	35.91	119,075	95,347	218,993	112,055	8
Rensselaer and Saratoga .....	800,000	233,750	1,033,750	23,708	962,336	25.22	249,977	154,005	432,832	218,302	8
Rochester City and Brighton .....	134,000	91,000	225,000	10,000	237,889	6.60	47,739	.....	47,739	9,586	.....
Rochester and Genesee Valley .....	557,560	150,000	707,560	1,446	656,026	18.45	.....	.....	.....	38,284	.....
Rome, Watertown and Ogdensburg .....	1,774,175	1,729,900	3,504,075	50,228	3,464,176	238.15	414,786	385,413	827,615	360,754	10
Sackett's Harbor, Rome and N. Y. .....	30,889	57,293	88,182	.....	70,562	18.00	.....	.....	.....	.....	.....
Saratoga and Schenectady .....	300,000	45,000	345,000	.....	480,384	21.00	.....	.....	.....	.....	.....
Saratoga and Whitehall .....	500,000	360,000	860,000	.....	930,324	47.52	133,823	112,448	257,035	91,059	5
Second Avenue (N. Y.) .....	650,000	520,000	1,170,000	53,000	1,155,015	8.00	345,706	5,012	350,718	20,134	.....
Sixth Avenue (N. Y.) .....	750,000	520,000	1,270,000	.....	1,222,622	4.00	402,534	21,772	424,306	330,584	.....
Staten Island .....	628,100	200,000	828,100	140,000	317,054	13.00	1,358	136,052	183,860	14,773	5
Syracuse, Binghamton & New York .....	1,200,130	1,585,257	2,785,387	88,832	2,922,806	81.00	161,394	237,056	411,378	98,308	.....
Third Avenue (N. Y.) .....	1,170,000	1,180,000	2,350,000	35,000	1,958,354	8.00	836,514	8,187	844,701	171,587	12
Troy and Bennington .....	75,400	116,104	191,504	700	240,000	5.38	.....	.....	.....	15,400	3



## Railroads of New York.

A tabular statement of the Railroads in the State, their capital and cost, length, earnings and expenses, dividends, etc., for the year ending 30th September, 1864.

(Compiled from the Annual Report of the State Engineer.)

Railroads. 1864.	Capital Account.		Cost of road and Equip'm't.		Miles of Road.		Gross Earnings.		Operating Expenses.		Dividends.	
	Share Capital.	Funded Debt.	Total Capital.	Equip'm't.	M.	M.	Passenger.	Freight.	Repairs.	less Am't. Rate.	P. C.	P. C.
Troy and Boston	607,111	1,250,000	2,179,811	1,923,268	34.91	34.91	235,490	319,543	311,518	261,927	16,208	7
Troy and Cohoes	50,000	.....	50,000	50,000	3.50	3.50	.....	18,412	573,445	.....	.....	.....
Troy and Greenbush	274,400	.....	274,400	294,908	6.00	6.00	.....	.....	.....	.....	.....	.....
Troy and Rutland	325,000	.....	325,000	385,000	18.50	18.50	.....	.....	.....	.....	.....	.....
Troy Union	30,000	.....	710,000	752,601	2.14	2.14	.....	.....	.....	.....	.....	.....
Utica and Black River	811,600	.....	811,600	921,656	34.94	34.94	.....	.....	.....	.....	.....	.....
Utica City	124,500	.....	197,000	198,945	4.00	4.00	.....	.....	.....	.....	.....	.....
Van Brunt street and Erie Basin	50,000	.....	62,000	62,000	1.25	1.25	.....	.....	.....	.....	.....	.....
Warwick Valley	98,124	.....	183,354	172,580	10.33	10.33	.....	.....	.....	.....	.....	.....
Westchester	.....	.....	7,370	5,499	.....	.....	.....	.....	.....	.....	.....	.....
West Shore	2,200	.....	2,200	857	.....	.....	.....	.....	.....	.....	.....	.....
Williamsburg and Coney Island	15,000	.....	15,000	15,000	.....	.....	.....	.....	.....	.....	.....	.....

## Ithaca and Towanda Railroad.

Pursuant to call, a large and enthusiastic meeting of persons interested in the construction of a railroad from Ithaca to Towanda, was held at Ithaca on the 19th ult. Hon E. Cornell was appointed President; C. L. Ward, of Towanda; D. M. Osborn, of Auburn; A. H. Miller, of Tioga, and C. F. Wells, of Athens, Vice-Presidents; and E. S. Van Liew, of Seneca; J. F. Means, of Towanda, and J. H. Selkreg, of Ithaca, Secretaries.

The meeting was addressed by the President, Hon. J. B. Williams, Colonel Piolet, of Wysox Valley; C. L. Ward and Colonel Mason, of Towanda; Colonel Wells, of Athens; E. M. Davis, of Philadelphia; Gaylord Willsey, of Van Etten; and C. L. Grant, A. B. Cornell, and J. H. Selkreg, of Ithaca.

The following resolutions, presented by Hon. J. B. Williams, were unanimously adopted:

*Resolved*, That the construction of a railway, connecting the great lines of Northern and Western New York, Canada and the West, with the vast lines of Pennsylvania and the Southern States, by a track of the same gauge, thereby connecting commercially and socially the vast districts embraced within their reach, is an object worthy of the earnest effort of all good citizens.

*Resolved*, That the increasing demand for the products of the coal fields of Pennsylvania throughout Northern and Western New York, the Canadas and the West, alone, demand that a speedy effort be made to open the shortest, cheapest and most available means of transit.

*Resolved*, That as the construction of a railway from the waters of the Cayuga Lake, at Ithaca, to the State line of Pennsylvania, at or near Waverly, (together with the already authorized extension down the Susquehanna,) will at once open the shortest and cheapest way through the lakes and large canals to the Canadas and the West, by which their growing demands may be satisfied. It is therefore resolved, that our efforts be immediately applied to effect the construction of this portion of the road, as the portion most important to the final accomplishment of the great objects under consideration.

*Resolved*, That a committee of eleven be appointed with authority to proceed to receive subscriptions, and to effect an organization of a company, under the general railroad laws of this State, to obtain propositions for right of way, and to do such other acts as may be necessary and proper, to effect the objects of this meeting.

The chair appointed as such committee, Hon. J. B. Williams, D. Boardman, L. L. Treman, A. B. Cornell, C. L. Grant, of Ithaca; J. A. Nichols and Lyman Bradly, of Spencer; R. D. Van Duzer and John L. Sawyer, of Waverly; and Gaylord Willsey, of Van Etten. On motion of C. L. Ward, Hon. E. Cornell was added to and made chairman of this committee.

Before the close of the meeting a sum in advance of the amount necessary to organize a company under the general railroad law, was subscribed and proper steps taken to push the enterprise forward with all possible speed.

The Baltimore and Ohio Railroad Company, which obtained a charter for a road from Washington City to the Point of Rocks, has a competent force of engineers at work in making the actual survey for the road, a preliminary survey having been made some time since; and it is probable before the season closes the road will be well under way. The route will be from Point of Rocks passing between Sugar Loaf Mountain and the Potomac; thence south of the base of Pars Ridge to a point east of Rockville and down the

valley of the Sligo to the District of Columbia line.

## Pacific Railroad of Missouri.

Geo. R. Taylor, Esq., President of the Pacific Railroad, and Mr. McKissock, Superintendent, have returned from a visit to Kansas City and the Western end of the road, which they have been visiting in order to examine the progress made toward the completion of the work now rapidly hastening to its termination. At this time there remains unfinished a gap of 22 miles between Pleasant Hill and Independence. The road between Kansas City and the last named place has been completed for some time, and is now in operation. For the last eight or ten days continued heavy rains have interfered with work on the unfinished portion of it. But of that work there remains only the laying of the rails, which, with the force at hand, can be put down at the rate of half a mile a day in favorable weather. In a month and a half from this time it is probable that the last rail will be laid and the road will be in full operation through from St. Louis to Kansas City, the latter part of September. The directors of the road have finally made a long desired and advantageous arrangement with the corporate authorities of Kansas City, relative to the passage of the road through that city. Kansas City is but two miles from the eastern terminus of the Union Pacific road, and will soon be connected by rail with it. In no long time a road will come down to the same place from Leavenworth in Kansas. When, as must shortly be the case, Missouri shall recover the measure of her old prosperity, and have entered on the new career that is opening before it, our Pacific road, aided by its western connections, will command a business that will realize all anticipations of its promoters. —St. Louis Republican.

## Taxable Property in Buffalo.

The following is the valuation of taxable property and the rate per cent. of the general city tax for the years 1861 and 1865. It will be seen that the valuation of the present year has been increased some \$270,000 over last year, notwithstanding the valuation of personal property as assessed is \$10,000 less. Something over \$700,000 has been withdrawn from taxation by the banks alone, and it is the opinion of those best qualified to judge that not less than \$2,000,000 has been invested by citizens and corporations in United States securities and thus placed beyond the reach of State or local taxation:

## VALUATION OF TAXABLE PROPERTY IN 1865.

Real	.....	\$25,491,900
Personal	.....	6,517,510
Aggregate	.....	\$32,009,410
Tax old territory	\$513,995 16	P. c. 1.964—1,000
Tax new territory	67,135 81	P. c. 1.149—1,000
Lamp district, added to general fund tax	1,175 00	P. c. 0.094—1,000
Total	.....	\$582,305 97
Per centage on gas valuations	.....	114—1,000
Per centage on water valuations	.....	074—1,000

## VALUATION OF TAXABLE PROPERTY IN 1864.

Real	.....	\$25,210,815
Personal	.....	6,528,045
Aggregate	.....	\$31,738,860
Tax old territory	\$347,047 68	P. c. 1.330—1,000
Tax new territory	33,051 71	P. c. .583—1,000
Lamp district, added to general fund tax	1,148 81	P. c. .097—1,000
Total	.....	\$381,247 70
Per centage on gas valuations	.....	097—1,000
Per centage on water valuations	.....	073—1,000

## MINING STOCKS--GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
<b>COPPER:</b>					<b>COPPER:</b>					<b>IRON:</b>					<b>GOLD, SILVER, AND QUICKSILVER:</b>				
Acton.....Ca.	200,000	5	10c		Jefferson.....L.S.	20,000				Copake.....N.Y.	50,000	50		3	Aetna (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000	5	5c		Keweenaw....." "	20,000				East River....." "	6,000	50			Acadia (G.).....N.S.	100,000	3		
Adventure.....L.S.	20,000				Kickapoo....." "	20,000				George's Ck. & I.Md.	10,000	100		118	Albion (G.)....." "	100,000	3		
Albany and Boston....." "	20,000				King Phillip....." "	20,000				Harewood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		
Algoma....." "	20,000				Knowlton....." "	20,000				Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	2 1/2	2 1/2		Lafayette.....Ca.	200,000	1			Lake Superior.....L.S.	20,000	25			American....." "	200,000	5		
Allouez.....L.S.	20,000				Lake....." "	200,000	1			Massachusetts....." "	25,000	1			Am. & Mex. (S.) N.M.				
American.....Ca.	200,000	2 1/2	5 1/2		Lawrence.....L.S.	20,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A.T.				
Amygdaloid.....L.S.	20,000				Lennoxville.....Ca.	100,000	5			Teal Lake.....L.S.	20,000	10			Arizona (Silver).....N.S.	100,000	2		
Annapolis.....Md.	50,000	10			Logan....." "	100,000	3			Tyson....." "	20,000	10			At. & Pac. (G. & S.) Nev.	50,000	10		33
Arizona.....Ariz. T.	10,000	100			Lyster....." "	200,000	2			LEAD AND ZINC:					Bay State (G.).....Col.	200,000	5		
Ascot.....Ca.	20,000	20			Madison.....L.S.	20,000				Amenia.....N.Y.	100,000	5		8 1/2	Beacon (G.).....N.S.	200,000	2		
Astor.....L.S.	20,000				Malden....." "	20,000				Bucks County.....Pa.	50,000	5		2 1/2	Benton (G.).....Col.	100,000	5		45c
Atlas....." "	20,000				Mandan....." "	20,000				Canada.....Ca.	50,000	5			Black Hawk (G.)....." "	50,000	100		
Aztec....." "	20,000				Manhattan....." "	20,000				Clute....." "					Boston (G.)....." "	10,000	50		105
Balt. and N.C.....N.C.	20,000	5	35c		Marquette....." "	20,000				Crystal Lake....." "					Briggs (G.)....." "	10,000	100		
Bare Hill....." "	20,000				Maryland.....Md.	20,000				Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	25		
Bay State.....L.S.	20,000				Mass.....L.S.	20,000				Hampton....." "	100,000	5			Burroughs (G.)....." "	100,000	10		
Beaver....." "	20,000				Massachusetts....." "	20,000				Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		50c
Bedford.....Ca.	125,000	5	50c		Mendota....." "	20,000				Lancaster....." "					Central (G.).....Col.	50,000	20		17 1/2
Black River....." "	20,000				Merrimac....." "	20,000				Macomb.....N.Y.	100,000	5		1 1/2	Chaudiere (G.).....Ca.	100,000	5		90c
Bohemian.....L.S.	20,000				Meteor....." "	20,000				Mineral Point....." "	100,000	5		5 1/2	Chebucto.....N.S.	100,000	5		65c
Bolton.....Ca.	20,000	5	1 1/2		Micard....." "	20,000				Mount Hope.....N.Y.	80,000	5		2 1/2	Colonial (G.).....Ca.	100,000	2 1/2		25c
Boston.....L.S.	20,000				Michigan....." "	20,000				National....." "	200,000	1			Colorado (G.).....Col.	50,000	10		1
B. and Corluth.....Vt.	20,000	10			Middlesex....." "	20,000				New Jersey.....N.J.	12,000	100		110	Consol. Gregy (G.) Col.	50,000	100		25
Brooklyn.....L.S.	100,000				Minnesota.....L.S.	20,000				N. Y. & Boston.....N.Y.	100,000	5			Copalinsho (G.)....." "	200,000	20		
Brome.....Ca.	100,000	5			Missisquoi.....Ca.	150,000	2			Oswegatchie.....Ca.	100,000	5		1	Corisann (G.)....." "	100,000	10		6
Cabot.....L.S.	20,000				Montezuma.....N.Mex.	300,000	5			Ramsay.....Ca.	20,000	25			Corydon (G.)....." "	100,000	25		1
Caledonia....." "	20,000				Morrison.....L.S.	20,000				Rossie....." "	100,000	5			Day & Bushnell (G.) O.	100,000	10		
Cambridge....." "	20,000				Nashua....." "	20,000				Shawangunk.....N.Y.	100,000	5			Denver (G.).....Ca.	50,000	20	12 1/2	15
Canada.....Vt.	100,000	4	90c		National....." "	20,000				Sussex.....N.J.	100,000	5			Dorset (G.)....." "	170,000	5		
Carp Lake.....L.S.	20,000				Native....." "	20,000				Union....." "	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Cascade....." "	20,000				Naumkeag....." "	20,000				Walkkill.....N.Y.					Empire (S.)....." "				
Central....." "	20,000				Nelson.....Ca.	200,000	1			COAL & ANTHRACITE:					Empress (S.)....." "				
Champlain.....Ca.	200,000	1 1/2			Nequaquet.....L.S.	20,000				American.....Pa.	37,500	25		65	Eureka (G.).....Cal.	30,000	10		14
Chatham....." "	20,000				Nevada (Silver)....." "	20,000				Ashburton....." "	50,000	50		10	Excelsior (G.).....Col.	30,000	10		
Chaudiere....." "	20,000				New England....." "	20,000				Atlantic & G. O. Md.				90c	Frankfort (G.)....." "	100,000	2		
Chester....." "	20,000				New York.....Ca.	200,000	1			Baltimore....." "					Garrison's (G.).....Col.	100,000	5		
Chetcamp....." "	20,000				N. Y. & Passaic.....N.J.	100,000	5			Bear Valley....." "	40,000	12 1/2		13 1/2	Gilbert River (G.).....Ca.	100,000	5		1
Chippewa.....L.S.	100,000	5			North Cliff.....L.S.	20,000				Beaver Meadow.....Pa.	100,000	50		5	Gilpin (G.).....Col.	100,000	5		3 1/2
Cleveland.....Ca.	20,000				North Silver Lake....." "	20,000				Belmont....." "	10,000	50		5	Gold....." "	100,000	5		
Cliff.....L.S.	20,000				North State....." "	20,000				Big Mountain.....N.S.	8,000	25			Gold Field....." "	50,000	10		
Clinton....." "	20,000				North Sutton.....Ca.	100,000	5			Blackhall.....Pa.	100,000	5			Gold Hill....." "	50,000	10		
Collins....." "	20,000				North Western.....L.S.	20,000				Boston & Pictou....." "	100,000	5			Gold River....." "	100,000	3		
Columbian....." "	20,000				Norwich....." "	20,000				Bridgeport.....Pa.	30,000	10			Gould & Curry (G. & S.) N.				1 1/2
Consolidated....." "	20,000				Ogima....." "	20,000				Broad Mountain....." "	30,000	10			Gunnell (G.).....Col.	300,000	10		
Copper Falls....." "	20,000				Ontonagon....." "	20,000				Butler....." "					Halifax (G.).....N.S.	200,000	2		50c
Copper Harbor....." "	20,000				Ottawa.....Ca.	200,000	1			Cape Briton.....N.S.	200,000	2 1/2			Harmon (G. & S.) Nev.				
Copper Hill....." "	20,000				Pacific.....L.S.	20,000				Carbondale.....Pa.					Holman (G.).....Col.	150,000	2		10
Copperas Hill....." "	50,000	10			Pennsylvania....." "	20,000	25			Central....." "					Hope (G.)....." "	80,000	25	10	10
Cornwall.....Vt.	100,000	2	25c		Petherick....." "	20,000				Clinton....." "					Isaac's Harbor (G.) N.S.	100,000	5		55c
Dacotah.....L.S.	20,000				Pewabic....." "	20,000				Coal Brook....." "	4,000	50			Isabella (G.).....Col.				
Dana....." "	20,000				Phila. & Boston....." "	20,000				Clinton....." "					Kennebec (G.).....Ca.	100,000	5		
Deep River.....N.C.	20,000	5	3 1/2		Phoenix....." "	20,000				Continental....." "	10,000	50		73 1/2	Kent (G.).....N.S.	200,000	1		
Delaware.....L.S.	20,000				Pittsburg & Boston....." "	20,000				Cumberland (pref.) Md.	50,000	100			Lake (G.).....Col.				
Derby....." "	20,000				Pontiac....." "	20,000				Daniel Webster....." "	6,000	100			Lake Major.....N.S.	12,000	50		
Devon....." "	20,000				Prince of Wales.....Ca.	200,000				East Mahanoy.....Pa.					Libertad (G. & S.) Mex.				
Dorchester....." "	20,000				Providence.....L.S.	20,000				Everhart....." "	20,000	25			Manhattan (G.).....Col.	100,000	10		
Douglas....." "	20,000				Quincy....." "	20,000				Franklin.....Pa.	5,000	100			Mariposa (G.).....Cal.	100,000	100		12
Dover.....Ca.	200,000	1	3 1/2		Reld Hill.....Ca.	200,000	1			Fulton....." "	60,000	5			Massachusetts (G.).....Ca.	500,000	5		2 1/2
Dudley.....L.S.	20,000				Relliance.....L.S.	20,000				Gilbertson....." "	5,000	100			Mex. Pac. (G. & S.) Mex.	100,000	100		
Dunham.....Ca.	200,000	2	25c		Richford....." "	60,000	5			Grand Tunnel.....Pa.	4,000	100			Montague (G.).....N.S.	50,000	10		
Durham....." "	200,000	5	3 1/2		Ridge.....L.S.	20,000				Green Mountain.....Pa.					Montana (G.).....Col.	100,000	5		1 1/2
Eagle River.....L.S.	20,000				Rockland....." "	20,000				Hampton & Balt. Md.	32,300	50			Montezuma (G. & S.) N.	100,000	5		
El Dorado (Silver).....Ca.	25,000	20			Roseoe.....Ca.	200,000	1			Hazleton....." "					Mt. Alpine (G.).....Col.	250,000	5		
Escot....." "	200,000	20			Rudisell....." "	20,000				Henry Clay....." "	3,000	100			Mt. Vista (G. & S.) Nev.	50,000	10		
Etna.....L.S.	20,000				St. Clair														



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Completed: equi- val't in single trk.	In progress or projected	Equip- ment.				Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Cars.							Bonded Debt.	Floating Debt.	Gross.	Nett.			
			Horse.	2-horse.	1-horse.											
MASSACHUSETTS.																
30 Nov. '64	3.36						Boston and Chelsea.	110,000	110,000			8,800	7,409			41
30 Nov. '64	4.52		179	28			Broadway, Boston.	256,257	250,000		26,482	129,615	15,895			55
30 Nov. '64	27.43						Cambridge.	734,671	727,800	150,000	94	(Union Co.)			9	95
30 Nov. '64		7.5					Dedham and West Roxbury.		41,000							
30 Nov. '64	1.41						Dorchester and Roxbury.	18,742	12,000		6,660	(Metro. pol'n)		6		46
30 Nov. '64	2.80		26	6			Lowell (Horse).	43,894	40,129		3,590	11,062	766			
30 Nov. '64	11.75		200	31			Lynn and Boston.	254,611	200,000	50,000	18,165	129,927	12,197	8		90
30 Nov. '64	3.41						Malden and Melrose.	60,246	200,000	73,100	66,222	20,807				25
30 Nov. '64	2.97						Medford and Charlestown.	35,000	23,000	11,000		(Middlesex)		50		25
30 Nov. '64	31.85		841	140			Metropolitan (Boston).	1,420,141	1,176,075		218,487	580,043	49,981	6		50
30 Nov. '64	6.84		263	41			Middlesex (Boston).	488,945	400,000	31,000	104,617	170,235		3		63
30 Nov. '64	5.69		75	9			Quincy.	135,243	71,000	55,533	31,533	25,510	1,369			
30 Nov. '64	6.75		66	15			Salem & South Daxvers.	173,980	150,000		25,800					
30 Nov. '64	2.68						Somerville.	50,000	50,000			(Middlesex)		5		26
30 Nov. '64	2.50		10	2			Stoneham street (Boston).	35,300	32,900			7,454				
30 Nov. '64	6.74						Suburban.	95,500	5,000			(Middlesex)				
30 Nov. '64	6.00		70				Suffolk (Boston).	(Sold to Metro. Aug. 1, '64.)				84,198	1,261			
30 Nov. '64			411	63			Union (Transportation).	241,441	160,000	20,000	144,316	278,428				47
30 Nov. '64	1.55						West Cambridge.	13,600	13,600			(Lea sed)		6		
30 Nov. '64	2.25						Winnisimmet.	62,154	60,000			939	21,589			
30 Nov. '64	11.00		52	8			Worcester.	86,657	75,900		53,668	25,453				
CONNECTICUT.																
31 Jan. '64	3.0	3.0	45	7			Fairhaven and Westville.	100,000	100,000					8		
31 Dec. '62	8.5		11	3			Hartford and Wethersfield.	300,000	300,000							
NEW YORK.																
30 Sep. '63	10.76				25		Broadway (Brooklyn).	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80					Brooklyn, Bath & Coney Is'd	106,125	61,625	44,500					100	69
30 Sep. '63	24.00		35	43			Brooklyn Central & Jamaica.	804,870	492,150	327,150	44,778	146,218	7,216		48	
30 Sep. '63	56.18	1.90	140	29			Brooklyn City.	1,331,357	1,000,000	170,000		542,641	132,836	9	100	130
30 Sep. '63	10.50	4.25			56		Brooklyn City and Newtown.	284,765	346,000	166,000	11,790	61,453	7,881	3		58
30 Sep. '63		10.00					Brooklyn City & Ridgewood.	51,328	53,500							
30 Sep. '63							Buffalo Street.									
30 Sep. '63							Central City (Syracuse).									
30 Sep. '63	16.00	14.00	23	1			Centrl Pk. N. & E. Riv. (N. Y.).	994,655	445,073	550,000		19,794	7,008			
30 Sep. '63	17.50						Coney Island and Brooklyn.	543,687	494,800	13,000	44,251	63,286			100	69
30 Sep. '63		6.00					East & North River (N. Y.).	650	650							
30 Sep. '63	17.33		91				Eighth Avenue (N. Y.).	978,534	800,000		30,000	388,598	124,445	12	100	
30 Sep. '63	11.00	1.00	70				42d st., & Grand st., Ferry.	726,261	600,000	127,100	4,000					
30 Sep. '63							Fourteenth Street (N. Y.).									
30 Sep. '63	4.52						Grand St. & Newtown (W. g.).							8		
30 Sep. '63	4.63						Harlem Br., Morris & Ford m.									
30 Sep. '63							Main & Ohio St. (Buffalo).									
30 Sep. '63							Niagara Street (Buffalo).									
30 Sep. '63	19.00		34				Ninth Avenue (N. Y.).	447,598	795,360	57,000		97,241	23,479		100	
30 Sep. '63		11.00					N. Riv. & Wall st. Ferry (N. Y.).									
30 Sep. '63	7.50	3.40	18				Port Morris & Westchester.	1,200	1,200							
30 Sep. '63	16.00						Rochester City & Brighton.		81,500	66,000	6,000	7,636	3,977			
30 Sep. '63	8.37		40	25			Second Avenue (N. Y.).	1,135,848	650,000	500,000	25,000	280,354	51,127		100	60
30 Sep. '63							Sixth Avenue (N. Y.).	1,161,993	750,000	15,000		412,600	99,227	10	100	115
30 Sep. '63	16.50		117	3			Tenth Av & 32d st. (N. Y.).									
30 Sep. '63							Third Avenue (N. Y.).	1,819,308	1,170,000	400,000		682,131	233,079	12	100	240
30 Sep. '63							Troy and Lansingburg.									
30 Sep. '63	2.00	3.50					Utica City.	2,160	7,080			1,693	310			
30 Sep. '63	1.50		3				V. Brunt st. & Erie Bas. (Buff.).	62,000	500,000	6,000	5,150	4,582	752			
NEW JERSEY.																
31 Dec. '62	5.32		7				Hoboken and Hudson City.	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50	8				Hoboken and Weehawken.	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47						Jersey City & Bergen Point.									
31 Dec. '62	17.00	150	22				Orange and Newark.	411,000	211,000	200,000		71,050	19,188		50	
31 Dec. '62	5.80		8				West Hoboken & Hoboken.	100,000	40,000	60,000						
PENNSYLVANIA.																
31 Oct. '64	7.89		142	24			Chestnut & Walnut (Phila.).	235,421	100,000	135,000		128,761	50,439	40	10	49
31 Oct. '64	8.13		135	17			7 Citizens' (Pittsburg).	185,913	100,000	57,900	19,967	100,381	20,036	8		
31 Oct. '64	4.12		12	0			Delaware County.	30,729	23,780	6,500	333	6,876	1,473			
31 Oct. '64	4.38		119	20			Fairmount & Arch st. (Phila.).	194,618	200,000		27,895	77,533	5,901	7	20	
31 Oct. '64	16.74		257	40			Frankford & Southw'k (Ph.).	759,261	490,530	200,000	18,500	251,897	81,029	8	50	46
30 Nov. '64	24.23		233	39			Germantown.	377,824	112,245	250,000		176,540	41,534		55	
31 Oct. '64	8.40		120	25			Girard College (Phila.).	81,612	160,000			102,861	24,708	124	26	
31 Oct. '64	8.73		236	33			Green & Coates st. (Phila.).	232,954	150,000	98,000		166,776	51,494	20	30	
31 Oct. '64	11.00		16	2			Hestonv., Mantua & Fairm't	100,000	60,000	40,000		50,473	3,929		15	
31 Oct. '64			108	16			Lombard & South st. (Phila.).	127,217	90,000	62,500	24,000	54,041	6,320		16	
31 Oct. '64	11.17						North Philadelphia.									
31 Oct. '64	12.00		60	12			Oakland (Pittsburg & E. L.).	29,500	29,500			37,905	1,491			
31 Oct. '64	10.57	0.52	60	10			Philadelphia and Darby.	86,447	100,000	17,000		32,449	6,297	2		
31 Oct. '64	7.04		115	18			Pittsb., Allegheny & Manch'r	93,921	75,000	35,000	4,964	67,930	6,096			
31 Oct. '64	4.51		71	12			Pittsburg and Birmingham.	65,355	48,000	22,600	5,369	58,006	15,984	4		
31 Oct. '64	6.16		129	22			Race and Vine (Fairmount).	305,000	180,000	125,000		95,336	1,418		10	
31 Oct. '64	5.20						Richmond & Schuylkill (Ph.).	130,000	100,000	30,000					6	
31 Oct. '64	7.78		58	10			Ridge Avenue & Manyunk.	179,635	120,000	65,108		39,334	8,113		13	
31 Oct. '64	19.46		423	65			Second & Third st. (Phila.).	478,202	203,757	172,000		355,774	98,863	27	20	77
31 Oct. '64	5.62		76	16			17th & 19th st. (Phila.).	114,368	120,000			41,289	9,418		5	
31 Oct. '64	8.38		115	17			Spruce & Pine (Phila. & Grs. F.).	175,610	159,312	15,500		79,670	21,207	6	23	
31 Oct. '64	7.65	1.51	201	35			10th & 11th st. (Citizens).	176,049	192,750			162,367	51,179	20	20	48
31 Oct. '64	6.25		125	17			13th & 15th st. (Phila.).	102,000	100,000		2,000	116,912	24,831	25	20	20
31 Oct. '64	9.31		316	53			West Philadelphia.	337,879	249,100	100,000	10,000	220,672	16,233	7	62	
MARYLAND.																
31 Dec. '62	21.00		340	50			Baltimore City.	700,000	670,000		31,549	239,059	21,058		15	
OHIO.																
31 Dec. '62	5.00						Cincinnati Street.	151,913	150,000							
31 Dec. '62	5.00						City (Cinc.) Passenger.	111,412	100,000							
31 Dec. '62	3.81						Passenger (Cinc.).	69,837	50,000							
31 Dec. '62	3.68						Pendleton & S. st. Mar't (Cin.).	70,000	50,000							
MISSOURI.																
30 Nov. '62	8.29						Citizens' (St. Louis).	117,437	100,000							
30 Nov. '62	3.33						Missouri (St. Louis).	76,674	70,000							
30 Nov. '62	4.48						People's (St. Louis).	83,875	70,000							
30 Nov. '62	10.20						St. Louis.	298,604	298,604							

## FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding, May 31, 1895	Interest.				Market Price.	DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest.				Market Price.
		Rate.	Periods.	WHEN DUE.	Rate.				Periods.	WHEN DUE.			
UNITED STATES LOANS.													
Loan of Jan. 28, 1847.....registered	\$9,415,250	6	Jan. & July.	1867	117		Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	71-76	106 1/2	
Loan of March 31, 1848.....registered	8,908,342	6	"	1868	112		" " " " " " " " " " " "	600,000	5	"	77-78	98	
Texas Indemnity, of Sep. 9, 1850.....coupon	842,000	6	"	1868	115		" " " " " " " " " " " "	500,000	5	May & Nov.	1893	98	
Loan of June 14, 1853.....registered	20,000,000	5	"	1866	225		" " " " " " " " " " " "	1,000,000	5	"	1883	98	
Loan of June 22, 1860.....registered	7,022,000	5	"	1874	100		Michigan—Renewal Loan.....coupon	216,000	6	Jan. & July.	1878	92	
" " " " " " " " " " " "		5	"	1874	96		" " " " " " " " " " " "	100,000	6	"	1879	100	
Loan of June 22, 1860.....registered	7,022,000	5	"	1871	101		" " " " " " " " " " " "	587,000	7	"	1886	100	
" " " " " " " " " " " "		5	"	1871	95		" " " " " " " " " " " "	2,000,000	6	"	78-83		
Oregon War Debt of March, 1861.....coupon	1,018,000	6	"	1881	102		Minnesota—State bonds.....coupon	250,000	8	Jan. & July.	1867	102	
" " " " " " " " " " " "		6	Yearly.	1881	102		" " " " " " " " " " " "	100,000	7	"	1871		
Loan of Feb. 8, 1861.....registered	18,415,000	6	Jan. & July.	1881	107 1/2		" " " " " " " " " " " "	2,275,000	7	"	1883		
" " " " " " " " " " " "		6	"	1881	107 1/2		" " " " " " " " " " " "	2,000,000	6	"	1883	41-71	
Loan of July 17, & Aug. 5, 1861.....registered	384,155,650	6	"	1881	107 1/2		Mississippi—State bonds (Banks).....coupon	63,000	5 1/2	Jan. & July.	1863		
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	"	1881	107 1/2		Missouri—Bank Stock Loan of 1857.....	199,000	6	"	1863	70	
" " " " " " " " " " " "		6	"	1881	107		" " " " " " " " " " " "	100,000	6	April & Oct.	1863		
Loan of Feb. 25, 1862 (5-20s).....registered	514,780,500	6	May & Nov.	1882	104 1/2		" " " " " " " " " " " "	40,000	6	Jan. & July.	1863		
" " " " " " " " " " " "		6	"	1882	105 1/2		" " " " " " " " " " " "	200,000	6	"	1883		
Loan of March 3, 1864 (10-40s).....registered	172,770,100	5	Mar. & Sept.	1904	97 1/2		" " " " " " " " " " " "	7,000,000	6	"	72-88	72	
" " " " " " " " " " " "		5	"	1904	97		" " " " " " " " " " " "	4,500,000	6	"	87-89		
Loan of March 3, 1864 (5-20s).....registered	90,780,000	6	May & Nov.	1884	104 1/2		" " " " " " " " " " " "	3,000,000	6	"	73-87	84	
" " " " " " " " " " " "		6	"	1884	104 1/2		" " " " " " " " " " " "	4,350,000	6	"	72-87		
Treasury Notes of July 17, 1861.....coupon	456,150	7 1/2	April & Oct.	1864			" " " " " " " " " " " "	3,501,000	6	"	73-89		
June 20, '84 & Mar. 3, '85...1st series	300,000,000	7 1/2	Feb. & Aug.	1867	99 1/2		" " " " " " " " " " " "	650,000	6	"	87-89		
March 3, 1885.....2d series	29,511,650	7 1/2	June & Dec.	1868	99 1/2		" " " " " " " " " " " "	700,000	6	"	1889		
" " " " " " " " " " " "		6	At maturity.	1868	97 1/2		" " " " " " " " " " " "	431,000	9	June & Dec.	64-66		
Debt Certificates.....128,538,000	128,538,000	5	"	1867			" " " " " " " " " " " "	780,000	6	"	1876	92 1/2	
One & Two Year Treasury Notes (legal tender)	50,856,380	6	at maturity.	1867			State Defense warrants.....	535,100	6	Feb. & Aug.	1876	92 1/2	
Three Year's Compound Interest notes of '63	15,000,000	6	"	1867			New Hampshire—State bonds.....coupon	200,000	6	"	1876	92 1/2	
" " " " " " " " " " " "	160,143,620	6	"	1867			" " " " " " " " " " " "	95,000	6	Jan. & July.	Var.		
United States Notes (greenbacks).....	433,160,569	6	"	1867			" " " " " " " " " " " "	531,820	6	"	65-71		
Fractional currency.....	24,607,404	6	"	1867			" " " " " " " " " " " "	200,030	6	"	1871		
STATE LOANS.													
Alabama—State bonds.....coupon	3,423,000	5	Jan. & July.	1877			New York—General F'd. Astor Debt.....	561,500	5	Jan. & July.	pleas.		
Arkansas—State bonds (R. R. Bk).....coupon	899,000	6	No interest paid for many yrs	1868			" " " " " " " " " " " "	348,107	5	"	pleas.		
" " " " " " " " " " " "	610,000	6	"	1868			" " " " " " " " " " " "	900,000	5	"	1875		
" " " " " " " " " " " "	38,000	6	"	1868			" " " " " " " " " " " "	442,961	5	May & Nov.	pleas.	100	
California—Civil bonds of 1857.....coupon	3,727,500	7	Jan. & July.	1878	115 1/2		" " " " " " " " " " " "	1,189,781	6	Jan. & July.	pleas.		
" " " " " " " " " " " "	198,500	7	"	1880			" " " " " " " " " " " "	1,300,000	6	"	68-78	100	
" " " " " " " " " " " "	610,064	7	"	1872			" " " " " " " " " " " "	700,000	7	"	1870	112	
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July.	71-72	96		" " " " " " " " " " " "	23,698	5	"	d'm'd.		
" " " " " " " " " " " "	1,000,000	6	"	81-82	96		" " " " " " " " " " " "	11,050	5 1/2	"	d'm'd.		
" " " " " " " " " " " "	143,000	7	"	1882			" " " " " " " " " " " "	14,230	6	"	d'm'd.		
Florida—State bonds.....coupon	72,000	6	Jan. & July.	1872			" " " " " " " " " " " "	421,000	6	Jan. & July.	65-67		
Georgia—State bonds (R. R. & Bk).....coupon	2,073,750	6	"	63-80	80		" " " " " " " " " " " "	287,700	4 1/2	J. A., J., & O	1864		
" " " " " " " " " " " "	525,000	7	"	62-72			" " " " " " " " " " " "	63,000	5	Feb. & Aug.	1876		
Illinois—New Int. Impr. stock.....inscribed	1,970,967	6	Jan. & July.	1870	101		" " " " " " " " " " " "	23,000	5 1/2	J. A., J., & O.	1865		
" " " " " " " " " " " "	1,322,085	6	"	1877	100		" " " " " " " " " " " "	320,000	5 1/2	Jan. & July.	1865		
" " " " " " " " " " " "	737,222	6	"	1860	86		" " " " " " " " " " " "	100,000	5	"	1867		
" " " " " " " " " " " "	2,187,000	6	"	1870	95		" " " " " " " " " " " "	6,922,274	6	"	63-74	105	
" " " " " " " " " " " "	2,000,000	6	"	1870	95		" " " " " " " " " " " "	15,889,025	6	"	64-76	117	
" " " " " " " " " " " "	1,778,423	6	"	1870	100		" " " " " " " " " " " "	1,200,000	7	"	1876		
Indiana—State stock.....registered	1,969,397	6	"	1870	100		" " " " " " " " " " " "	9,129,505	6	Various.	Var.	73	
" " " " " " " " " " " "	5,325,500	6	Jan. & July.	1886	80		Ohio—State bonds (foreign debt).....coupon	1,258,279	6	Jan. & July.	1860	100 1/2	
" " " " " " " " " " " "	2,058,173	2 1/2	"	1886	76		" " " " " " " " " " " "	1,015,000	5	"	1865	95	
" " " " " " " " " " " "	391,000	6	"	1886	76		" " " " " " " " " " " "	379,866	5	"	1868		
" " " " " " " " " " " "	1,371,790	6	May & Nov.	1881	93		" " " " " " " " " " " "	2,183,532	6	"	1870	100	
" " " " " " " " " " " "	4,079,500	6	Jan. & July.	1881	86		" " " " " " " " " " " "	1,600,000	6	"	1875	98	
" " " " " " " " " " " "	1,218,737	5	"	1881	86		" " " " " " " " " " " "	4,095,309	6	"	1881	95	
" " " " " " " " " " " "	1,243,000	5	"	1881	86		" " " " " " " " " " " "	2,400,000	6	"	1886	97	
" " " " " " " " " " " "	479,545	5	"	1881	86		" " " " " " " " " " " "	125,850	6	"	1863	102	
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868			" " " " " " " " " " " "	1,500	6	"	1866		
" " " " " " " " " " " "	800,000	7	"	81-82			" " " " " " " " " " " "	279,313	6	"	1868		
" " " " " " " " " " " "	122,295	10	Annually.	d'm'd.			" " " " " " " " " " " "	2,920,403	6	Yearly.			
Kansas—State bonds (sinking fund).....coupon	146,000	7	Jan. & July.	1876			Oregon—State scrip.....	55,372	6	"			
" " " " " " " " " " " "	54,000	7	May & Nov.	1878			Pennsylvania—State Stock Loans.....	131,200	4 1/2	April & Oct.	due.		
" " " " " " " " " " " "	65,000	7	July.	1883			" " " " " " " " " " " "	10,780,095	5	Jan. & July.	due.	89	
Kentucky—State bonds.....coupon	4,800,000	6	Jan. & July.	65-75	95		" " " " " " " " " " " "	3,886,070	5	Feb. & Aug.	due.		
" " " " " " " " " " " "	600,000	5	"	81-91			" " " " " " " " " " " "	3,690,614	5	Mar. & Sept.	due.		
" " " " " " " " " " " "	67,500	5	"	93-96			" " " " " " " " " " " "	3,241,898	5	June & Dec.	due.		
" " " " " " " " " " " "	2,000,000	6	"	1891			" " " " " " " " " " " "	210,263	6	Feb. & Aug.	due.		
" " " " " " " " " " " "	616,130	6	"	91-96	96		" " " " " " " " " " " "	200,000	4 1/2	Jan. & July.	1882		
Louisiana—State bonds (R. R. etc.).....coupon	3,902,000	6	"	1871			" " " " " " " " " " " "	1,777,890	5	"	1864		
" " " " " " " " " " " "	5,398,533	6	"	1871			" " " " " " " " " " " "	875,029	5	Feb. & Aug.	1864		
" " " " " " " " " " " "	670,000	6	"	67-99	82 1/2		" " " " " " " " " " " "	1,045,629	5	June & Dec.	1864		
Maine—State bonds.....coupon	1,000,000	6	Mar. & Sept.	73-77	93 1/2		" " " " " " " " " " " "	1,568,673	5	Jan. & July.	1865		
Maryland—State bonds (sinking fund).....coupon	816,000	6	Jan. & July.	81-83	93 1/2		" " " " " " " " " " " "	2,277,756	5	"	1868		
" " " " " " " " " " " "	200,376	5	"	1885			" " " " " " " " " " " "	1,766,214	5	"	1870	89	
" " " " " " " " " " " "	5,585,555	5	"	89-90	104 1/2		" " " " " " " " " " " "	4,880,000	5	Feb. & Aug.	1877	92	
" " " " " " " " " " " "	2,490,569	5	"	89-90	108		" " " " " " " " " " " "	428,000	5	"	1878		
" " " " " " " " " " " "	500,000	3	"	1890			" " " " " " " " " " " "	400,000	5	April & Oct.	1879		
" " " " " " " " " " " "	100,000	4 1/2	"	1890			" " " " " " " " " " " "	650,000	5	Jan. & July.	1882	92	
" " " " " " " " " " " "	787,560	6	"	1890			" " " " " " " " " " " "	360,937	5	"			
" " " " " " " " " " " "	399,408	6	"	1890			" " " " " "						



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884	207,298	229,041	226,753	197,267	214,679	314,521	332,098	406,076	446,044	398,847	381,810	357,566	3,709,970
1885	354,755	383,147	449,815	406,680	460,422	551,174							
Chicago and Alton:													
1880	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	73,751	64,937	938,641
1881	81,531	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,484
1882	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,956	1,225,001
1883	109,850	101,355	104,372	122,084	182,301	146,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1884	100,991	164,418	295,303	162,723	178,786	206,090	224,257	312,105	354,554	320,879	307,803	252,015	2,770,484
1885	261,903	252,583	288,159	263,149	312,316	343,985							
Chicago and Rock Island:													
1880	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1881	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,637	123,319	118,753	1,261,050
1882	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,603	138,795	135,595	1,423,439
1883	130,225	122,512	126,798	144,995	170,937	139,142	160,308	210,729	216,030	196,435	201,134	1,969,267	
1884	158,735	175,492	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,095,470
1885	305,554	246,331	289,403	186,172	227,300	311,180							
Chicago and Northwestern:													
1880	232,208	202,321	221,709	240,051	280,209	359,888	275,506	299,607	473,188	551,122	435,945	404,183	3,975,935
1881	273,876	317,839	390,355	371,461	466,830	565,145	482,054	510,306	655,364	708,714	705,496	645,943	5,902,383
1882	536,676	481,165	500,290	407,710	568,904	727,193							
Cleveland and Toledo:													
1880	59,556	56,779	75,709	62,294	55,652	62,788	44,781	61,791	72,339	79,673	76,304	82,220	780,236
1881	78,170	67,210	86,280	76,632	65,907	55,085	50,356	66,573	84,603	94,406	82,467	82,400	886,499
1882	85,239	79,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,628	83,401	105,253	955,959
1883	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1884	146,839	146,839	165,780	121,278	103,407	99,569	90,892	96,134	130,551	160,397	143,836	186,920	1,579,509
1885	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	208,291	1,942,993
Erie:													
1880	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	456,235	465,959	536,008	414,764	4,651,049
1881	354,000	345,000	433,311	467,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,336,424
1882	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1883	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,902	756,421	885,136	902,906	963,869	8,400,334
1884	845,095	839,949	956,446	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,469,481
1885	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	13,429,643
1886	888,039	888,039	1,240,628	1,472,120	1,339,279	1,225,528							
Hudson River:													
1880	192,161	190,589	175,773	121,123	141,269	115,444	125,308	155,164	156,973	170,157	157,443	232,033	1,933,434
1881	212,714	209,422	161,047	134,606	150,281	129,966	140,860	167,220	180,000	193,951	169,549	220,370	2,076,822
1882	223,157	205,343	167,500	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1883	307,350	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1884	458,953	426,047	366,802	270,076	244,771	202,392	190,364	219,561	268,100	302,174	298,750	484,550	3,726,140
1885	501,231	472,240	356,626	278,540	251,759	253,049	273,726	306,595	361,600	340,900	340,738	507,552	4,274,556
1886	525,936	418,711	424,870	311,540	351,759	310,049							
Illinois Central:													
1880	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1881	321,844	279,268	229,334	192,064	199,488	177,829	189,250	268,983	289,862	284,020	243,249	224,401	2,999,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,446,827
1883	299,944	271,085	275,643	299,224	324,687	407,992	343,929	511,306	478,578	496,433	437,679	424,631	4,571,028
1884	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,320,447
1885	546,410	522,555	592,276	491,297	454,604	590,061							
Marietta and Cincinnati:													
1880	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1881	38,203	53,778	60,540	64,306	55,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1882	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,038,165
1883	98,112	86,626	93,503	82,186	73,842	110,186							
Milwaukee and Prairie du Chien:													
1880	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	709,841
1881	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	139,184	67,930	1,153,407
1882	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,363,734
1883	67,130	76,132	44,925	88,177	106,967	111,260	71,687	69,353	155,417	205,065	138,342	112,913	1,247,258
1884	102,749	115,135	88,221	140,418	186,747	212,209	159,647	113,399	168,218	178,526	149,099	117,013	1,711,281
1885	98,183	74,283	70,740	106,689	146,943	224,538							
Michigan Southern & Northern Indiana:													
1880	104,545	106,823	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1881	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,861	273,722	203,492	134,972	2,068,896
1882	140,925	116,938	153,170	186,951	170,362	161,391	126,558	178,773	235,660	276,181	231,265	189,077	2,189,077
1883	163,152	157,600	193,120	200,826	181,983	180,915	226,819	276,109	325,818	306,284	279,539	264,733	2,647,533
1884	248,784	230,508	267,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,560	348,641	3,302,541
1885	256,600	304,445	338,454	330,661	267,120	315,258	278,891	368,862	402,219	407,107	448,934	411,806	4,120,153
1886	368,996	366,361	413,322	366,245	353,194	402,122							
Michigan Central:													
1880	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1881	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,946	307,333	242,089	200,134	2,124,214
1882	230,159	159,658	151,902	175,096	186,039	174,002	172,180	216,624	295,956	322,369	307,474	258,634	2,660,702
1883	242,073	245,858	236,432	238,496	236,455	206,221	193,328	215,449	308,168	375,458	339,194	306,186	3,168,066
1884	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,610	376,470	3,970,946
1885	306,324	279,137	344,228	337,241	401,456	365,663							
New York Central:													
1880	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,708
1881	387,123	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1882	489,055	420,793	627,051	659,088	677,073	558,743	523,133	562,076	696,175	927,036	852,960	872,985	7,998,782
1883	749,163	631,966	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,2		

## AMERICAN RAILROAD BOND LIST.

"s" signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Great Eastern:						
Mortgage	\$300,000	7			1867		1st Mortgage	2,000,000	7	Apr. & Oct.	New York.	1894	---
Convert. (guar. by Dir.)	160,000	7			1863		Chicago and Rock Island:						
Alabama and Tenn. Rivers:							1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	101
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Income bonds	53,500	8	May & Nov.	"	var.	---
2d Mortgage	225,705	8			1864		Chicago and Northwestern:						
Albany, Va. and Canada:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	600,000	7	March & Sept.	New York.	1857		General 1st Mortgage	3,600,000	7	"	"	1885	85
Atlantic and Gt. Western (N.Y.):							Bonds issued for coupons of do.	756,000	7	May & Nov.	"	1883	84
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879		2d Mortgage	2,000,000	6	"	"	1890	95
2d Mortgage	593,500	7	"	"	1881		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	99
Atlantic and Gt. Western (Pa.):							Green Bay Extension Bonds	300,000	7	"	"	1885	79
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	70	Flagg Trust Bonds	245,000	8	Jan. & July.	"	---	---
2d Mortgage	956,000	7	"	"	1882		Cincinnati, Hamilton and Dayton:						
Eastern Coal Fields Branch	400,000	7	"	"	1882		1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110
Atlantic and Great Western (O.):							2d Mortgage	1,250,000	7	May & Nov.	"	1880	116
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	99	Cincinnati, and Zanesville:						
2d Mortgage		7	Jan. & July.	"	1883	98	1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	---
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	244,200	7	March & Sept.	"	1864	110
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	1868-70	---	3d Mortgage	688,200	8	"	"	1876	---
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1838.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838		Special (Sunbury and Erie)	500,000	7	Feb. & Aug.	New York.	1878	121
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	100	Dividend Mortgage	900,000	7	"	"	1880	---
" " " 1850.	700,000	6	Jan. & July.	"	1880	98	Cleveland and Pittsburg:						
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	98	2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	New York.	1873	90
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	99	3d Mort. (M. L.) or 2d Extension	1,166,000	7	"	"	1875	93
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	100	4th Mort. (M. L.) or 3d Extension	1,059,028	6	Jan. & July.	"	1892	74
Bellefontaine and Indiana:							River Line bonds	20,000	7	"	"	1887	---
1st Mortgage convertible	368,000	7	Jan. & July.	New York.	1866	101	Clev., Columbus and Cin.:						
1st Mortgage extended	422,000	7	"	"	1870-99	---	1st Mortgage, Coupon	491,500	7	Jan. & July.	New York.	1864-90	---
2d Mortgage	116,000	7	"	"	1870	---	Cleveland and Toledo:						
Income bonds	87,000	---			1870	---	Junction 1st Mortgage 1st Div.	229,000	7	April & Oct.	New York.	1867	101
Real Estate bonds	47,550	---			1866	---	Junction 1st Mortgage 2d Div.	159,000	7	June & Dec.	"	1872	101
Belvidere Delaware:							Tol. Nor. and Clev. 1st Mort.	3,000	7	Feb. & Aug.	"	1863	75
1st Mort. (guar. O. and A.)	1,000,000	6	June & Dec.	New York.	1867	95	C. and T. Dividend (convert.)	12,235	7	April & Oct.	New York.	1865	70
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	---	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	---
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	1877	101	C. and T. (S. F.) Mortgage	2,205,000	7	Jan. & July.	"	1885	98
Boston Concord and Montreal:							Columbus and Xenia:						
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102	Dividend	36,860	---	June & Dec.	New York.	1866	---
1st Mortgage	300,000	7	"	New York.	1865	99	Mortgage	248,000	---	"	"	---	---
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	99	Connecticut River:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	99	Mortgage	250,000	6	March & Sept.	Boston.	1878	---
Sinking Fund	200,000	6	"	Boston.	1889	100	Connecticut and Passump. Rivers:						
Boston and Lowell:							1st Mortgage	800,000	6	June & Dec.	Boston.	1876	92
Mortgage	440,000	6	Jan. & July.	Boston.	1873	95	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	---
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	93	2d Mortgage	109,500	8	"	"	1904	---
2d Mortgage coupon	425,714	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	8	Jan. & July.	New York.	1867	114
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,655,000	8	"	"	1881	103
Income (in '99, in '72)	200,000	7	Jan. & July.	"	var.	---	3d Mortgage	642,000	---	"	"	---	---
Special Erie and North-East	149,000	7	"	"	1861-70	---	Toledo depot bonds	182,500	---	"	"	---	---
Burlington and Missouri:							Dayton and Western:						
1st Mort. on 1st Division	590,000	---	Feb. & Aug.	New York.	---	---	1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Cairo and Fulton (Mo.):							2d Mortgage	250,000	7	June & Dec.	"	40	---
State (Mo.) Loan	650,000	6	"	"	1878-79	---	Delaware:						
Camden and Amboy:							1st Mortgage guar. by P. W. &						
English debt (S. F.) £418,950.	2,027,718	6	Semi-annual.	London.	1880	---	Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	102
Converted Sterling Loan	800	5	"	"	1863	---	Guaranteed	100,000	6	"	"	1875	106
American Loan	63,000	6	"	New York.	1864	---	State Loan	170,000	6	"	"	1876	---
Loan for \$500,000	229,706	6	"	"	1867	99	Delaware, Lackawanna and W'n:						
" " \$800,000	423,680	6	"	"	1870	100	1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	105
" " \$875,000	675,000	6	"	"	1875	90	1st Mortgage (E. Extension)	1,499,000	7	"	"	1875	100
" " \$1,700,000	1,700,000	6	"	"	1883	88	2d Mortgage	2,516,500	---	March & Sept.	"	1881	101
" " \$2,500,000	867,000	6	"	"	1889	85	Detroit and Milwaukee:						
Consolid. Mort. Loan \$5,000,000	4,289,400	6	"	"	1889	97	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
Camden and Atlantic:							2d Mortgage	1,000,000	8	"	"	1866	---
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	---	3d Mortgage (convertible)	750,000	10	"	"	1863	---
Catawba:							4th Mortgage (G. W. R. R.)	600,000	8	"	"	---	---
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	---	Dubuque and Sioux City:						
Cayuga and Susquehanna:							1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	---
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	---	Dubuque Western:						
Central of New Jersey:							1st Mortgage	344,000	7	"	"	---	---
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1865-70	100	Eastern (Mass.):						
2d Mortgage	600,000	7	May & Nov.	"	1875	110	2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	95
Central Ohio:							3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	100
1st Mortgage W Div.	450,000	7	May & Nov.	Zanesville.	1861	100	1st M. (State) \$75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	1865-71	---
1st Mortgage E Div.	800,000	7	Feb. & Aug.	"	1864	94	East Tennessee and Georgia:						
2d Mortgage	800,000	7	June & Dec.	New York.	1865	101	State, 1st Mortgage	970,000	---	"	"	---	---
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Endorsed by State of Tennessee	150,000	---	"	"	---	---
4th Mortgage (S. F.)	1,385,800	7	"	"	1876	50	Mortgage (ordinary)	790,688	---	"	"	---	---
Charleston and Savannah:							East Tennessee and Virginia:						
1st Mortgage (endorsed)	1,000,000	7	"	"	---	---	State, 1st Lien	1,602,000	---	"	"	---	---
Cheshire:							Endorsed by State of Tennessee	200,000	---	"	"	---	---
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	90	1st Mortgage (after State)	100,000	---	"	"	---	---
Chicago, Burlington & Quincy:							Redeemable in Stock	66,950	---	"	"	---	---
Trust Mort. S. F., convertible	467,000	8	Jan. & July.	New York.	1883	109	Eaton and Hamilton:						
" " " " " " " "	3,167,000	8	"	"	1883	---	1st Mortgage	757,784	7	"	"	var.	---
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	"	1890	---	Erie and North-East:						
2d Mortgage, inconvertible	941,000	4	July	Frankfort, O.	1890	---	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	---
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	---	Florida:						
Central Military Trust, 2d Mort.	68,000	8	May & Nov.	"	1868	---	Internal Improvement (State)	1,655,000	7	"	"	1891	---
" " " " " " " "	6,000	8	March & Sept.	"	1876	---	Free Land, 2d Mortgage	1,500,000	8	"	"	1891	---
Chicago and Alton:							Florida and Alabama:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	96	Internal Improvement (State)						
1st Mortgage pref. S. F.	554,000	7	April & Oct.	"	1877	97	Free Land, 2d Mortgage						
Income Bonds	1,100,000	7	May & Nov.	"	1882	89	Florida, Atlantic and Gulf Centr.						
Chicago and Milwaukee:							Internal Improvement (State)	300,000	7	"	"	1891	---
1st General Mort.		7	Jan. & July.	New York.	1893	---	Free Land, 2d Mortgage	200,000	8	"	"	1891	---
1st " " (O. & M.) conv.		7	May & Nov.	"	1874	---							
1st " " (M. & C.)		8	Jan. & July.	"	18	---							
2d " " " " "		8	"	"	18	---							



(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var.," that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Galena and Chicago Union :							Memphis and Ohio :						
1st Mortgage Coupon	1,981,900	7	Feb. & Aug.	New York.	1882	103	State [Tenn.] Loan	1,340,000	6				
2d Mortgage (S. F.) Coupon	1,330,000	7	May & Nov.	"	1875	95 1/2	Michigan Central :						
High and State Line	189,000		Jan. & July.	"	1879		1st Mortgage Sterling	487,489	6	Jan. & July.	London.	1872	
Great Western, Ill. :							1st Mortgage S't'g (convertible)	500,000	8	March & Sept.	"	1869	
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,240,500	8	"	N.Y. & Boston	1869	110 1/2
Eastern	1,350,000	7	Feb. & Aug.	"	1885	102 1/2	1st Mortgage (convert.) Dollar	257,000	8	April & Oct.	"	1882	112
Hannibal and St. Joseph :							1st Mortgage (S. F.), convertible	4,330,500	8	"	"	1882	112
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85	Mich. Southern and N'n Indiana :						
Land Security	3,544,500	7	April & Oct.	"	1881	93 1/2	Michigan Southern, 1st	1,000	7	May & Nov.	New York.	1860	
Convertible Bonds	822,000	7	Jan. & July.	"	1883	100	Northern Indiana, 1st	6,000	7	Feb. & Aug.	"	1861	
Harrisburg and Lancaster :							Erie and Kalamazoo	38,000	7	March & Sept.	"	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, Plain	7,000	7	Feb. & Aug.	"	1863	
Hartford and New Haven :							Jackson Branch	77,000	7	"	"	1865	
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Goshen Air Line	682,000	7	"	"	1866	100
Houston :							Detroit and Toledo	734,000	7	"	"	1876	98
1st Mortgage	191,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,822,000	7	May & Nov.	"	1885	97
Houston and Texas Central :							2d General Mortgage	2,194,500	7	"	"	1877	88 1/2
State (1st Lien) Loan	210,000						*Milwaukee and Beloit :						
Mortgage	125,000	7			1886		1st Mortgage	630,000	8				
Hudson River :							*Milwaukee and Horicon :						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'60-'70	104 1/2	1st Mortgage	420,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	102	2d Mortgage	600,000	8				
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Milwaukee and Prairie du Chien :						
Convertible	1,002,000	7	"	"	1887	95	1st Mortgage (Coupon)	607,000	7	Jan. & July.	New York.	1891	98
Illinois Central :							Minnesota and Pacific :						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868		Real Estate	1,200,000	7	Jan. & July.		1892	
Construction	7,975,500	7	April & Oct.	London.	1875		Mississippi Central :						
Construction	2,886,500	6	"	New York.	1875	114	1st Mortgage	1,007,363	7				
Redemption bonds	2,086,000	6	"	"	1890		Mississippi Central and Tenn. :						
Indiana Central :							State (Tenn.) Loan	529,000	6				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi and Missouri :						
2d Mortgage	364,000	10	"	"	1877	117	1st Mortgage (convertible)	1,000,000	7		New York.		
Income	20,500						2d Mortgage (S. F.)	400,000	8		"		
Indianapolis and Cincinnati :							Oskaloosa Division	688,556	7	Jan. & July.	"	1875	18 1/2
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	1st Land Grant	3,612,000	7	"	"		30 1/2
2d Mortgage	400,000	7	"	"	1862	100	2d Land Grant	691,000		"	"		
Real Estate Mortgage	200,000	7	"	"	1858	68	Income bonds	513,300					
Ind., Pittsburg and Cleveland :							Mississippi and Tennessee :						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	98,000	6			1886	
2d Mortgage	347,000	7	"	"			Mississippi State Loan	202,799	6				
Indianapolis and Madison :							1st Mortgage	171,000	7			1876	
Mortgage	640,000	7	May & Nov.	New York.	1881	100	Mobile and Ohio :						
Jeffersonville :							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	187,000	7	March & Sept.	New York	1861	75	Tennessee State Loan	674,860	6				
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	389,410	6				
*Kennebec and Portland :							Income	1,508,070	6	Jan. & July.	New York.	'61-'67	
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Sterling	878,085	6			1883	
2d Mortgage	230,000	6 1/2	"	Augusta.	1861		Mississippi State Loan	200,970	6				
3d Mortgage	250,000	6 1/2	"	"	1862		Montgomery and West Point :						
*Kentucky Centr. (Gov. and Lex.)							Alabama State Loan	122,622	6				
1st Mortgage	160,000	6					Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage	260,000	7					Mortgage	450,000	8			1866	
2d Mortgage (convertible)	1,000,000	7					Muscogee :						
3d Mortgage	600,000	7					1st Mortgage	249,000	7				
Guaranteed by Covington	200,000	6					Nashville and Chattanooga :						
Cincinnati (exchanged)	100,000	6					Mortgage (State endorsed)	1,500,000					
Keokuk, Ft. D. Moines and Minn.							Chat. and Cleve. Subse. (endors.)	231,000					
City of Keokuk, 20 years	400,000	8 1/2					*New Albany and Salem :						
City of Keokuk, (special tax)	150,000	10 1/2					Crawfordsville	175,000	7				
Keokuk, Mt. Pleasant and Muscat.							1st Mortgage	500,000	10				
Lee County	150,000	8					1st Mortgage	2,235,000	6				
City of Keokuk	200,000	8					N. Hav., N. Lond. and Ston'gton :						
La Crosse, Viroqua & Mineral Pt.							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1883		2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Lehigh Valley :							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	95	New Haven and Northampton :						
La Crosse and Milwaukee :							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			1st Mortgage (H & Hamp.)	103,000	6				
2d Mortgage (Eastern Div.)	1,000,000	7					New Jersey :						
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			Company's (various)	642,500		Semi-ann'y.	New York.	var.	105
2d Land Grant (Western Div.)	553,600	7	"	"			New London Northern :						
3d Mortgage (whole road)	1,700,000	7	"	"			1st Mortgage	61,000	7	Jan. & July.	New London.	1871	100
Unsecured Bonds	1,785,000	7	"	"			N. Ori'n's, Jackson and Gt. North. :						
Lexington and Frankfort :							State (Miss.) Loan	255,000	5			'63-'48	
Mortgage, due 1864, '69 and '74	106,000	6					1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Little Miami :							N. Ori'n's, Opelousa and Gt. West. :						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	Louisiana State Loan	641,000	6				
Long Island :							New Orleans City Subscription	1,500,000	5				
State Loan (S. F.)	100,000	6	Jan. & July.	New York.	1876		1st Mortgage (S. F.)	566,000	8			1889	
2d Mortgage	600,000	6	Jan. & July.	New York.	1870	86 1/2	New York Central :						
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	95
Long Dock Co. :							D'bits of former Co's outst'd'g.	224,920					
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	110	Funding (S. F.) Bonds	1,888,000	7	Feb. & Aug.	"	1876	100
Louisville and Frankfort :							Exchanged S't'ks (S. F.) B'ds	663,000	6	May & Nov.	"	1883	95
Louisville Loan	100,000		Jan. & July.	New York.	1881		" " " " " " " "	78,000	6	"	"	1883	
1st Mortgage	201,000		"	"	'63-'78		Real Estate (S. F.) Bonds	165,000	6	"	"	1883	90
Louisville and Nashville :							Real Estate Bonds & Mortgages	190,273	7	var.	"	var.	
State [Tenn.] 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92		" " " " " " " "	45,550	6	"	"	1883	
1st Mortgage	1,804,000	7	Feb. & Aug.	"	1883		Bonds of Aug. 1869, Convertible	604,000	7	Feb. & Aug.	"	1876	111
Lebanon Branch 1st Mortgage	41,000	7			var.		Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	"	1887	94
Memphis Branch 1st Mortgage	300,000	7			var.		New York and Erie :						
McMinnville and Manchester :							1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
State [Tenn.]	372,000	6					2d Mortgage	4,000,000	7	March & Sept.	"	1879	103
Mortgage	24,000	7					3d Mortgage	6,000,000	7	"	"	1883	100 1/2
Mortgage	10,000	6					4th Mortgage	3,634,000	7	April & Oct.	"	1880	98
Marietta and Cincinnati :							5th Mortgage	1,002,500	7	June & Dec.	"	1888	94 1/2
1st Mortgage Bonds	1,691,293	7	Feb. & Aug.	New York.	1891	88 1/2	Buffalo Branch	186,400	7	Jan. & July.		1891	102
1st Mortgage sterling	1,000,000	7		"	1891		New York and Harlem :						
Scioto & Hocking Val.R.R. mort.	300,000						1st Mortgage	3,000,000	7	May & Nov.	New York.	'1873	101
Memphis and Charleston :							Consolidated	1,000,000	7	Feb. & Aug.	"		100
State Tenn.] Loan	1,100,000	6			1880		3d Mortgage	980,300	7	Jan. & July.	"	1867	97
1st Mortgage	1,600,000	7					New York and New Haven :						
Memphis, Clarksv. and Louisv. :							Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107 1/2
State [Tenn.] Loan	910,000	6					Mortgage Bonds Coupon	1,083,000	6	April & Oct.	"	1876	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$247,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	35
North Carolina:							1st Mortgage (West'n Division)	757,000	8		"	1875	
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	
Md. State Loan (Irredeemable)	1,500,000	6					Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Sterling (\$267,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	90	Coupon	159,000				1875	
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	87	Rutland and Burlington:						
Debt to city of Baltimore	850,000						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	57
Northern (Ogdensburg):							2d Mortgage	987,500	7	"	"	1863	184
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	96	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7	"	"	1861	32	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	95	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	84 1/2	1st Mortgage	812,000	7	Feb. & Aug.		1890	
Chattel Mortgage	360,000	10	"	"	1887	108	2d Mortgage	185,000	7			1866	
Northern (N. H.):							3d Mortgage	318,500	7			1875	
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	64-74	92	Six per cents	113,225	6			1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Bonds for Dividend Serip.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7	April & Oct.	New York.	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1856	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	96	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7			1890	
Construction	4,242,000	7	March & Sept.	"	1876	17	3d Mortgage	75,000	7			1870	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	72 1/2	South-Western (Ga.):						
State Loan (S. W. Branch)	1,208,000	6	"	"	87-89		1st Mortgage	631,000				1875	
Construction	3,235,000	7	"	"	87-89	55	*Springfield, Mt. Vern. and Pittab.						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	*Stenberv. and Ind. (P. C. and C.)						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
Pennsylvania:							2d Mortgage	900,000	7	"	"	1865	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	103	St. Louis and Iron Mountain:						
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99 1/2	State (Mo.) Aid	3,501,000	6		New York.	90	
2d Mortgage Sterling	2,283,340	6	"	London.	1875		St. Louis City Subscription	500,000					
State Works Bonds	6,800,000	5	Jan. & July.	Harrisburg.	1894	105	St. Louis County Subscription	1,000,000					
Mortgage and ground rents	144,284						Sunbury and Erie:						
Penobscot and Kennebec:							1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Bangor City 1st Mort. (Coupon)	780,000	6	April & Oct.	Boston.	74-75		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		Syracuse, Binghamton and N. Y.:						
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
Peoria and Ogawka:							St. Louis, Alton & Terre Haute:						
1st Mort. (W. Ext.) convertible.	500,000	8	May & Nov.	New York.	1862		1st Mortgage (series A.)	1,100,000	7	Jan. & July.	New York.	1894	92
1st Mort. (E. Ext.) convertible.	500,000	8	June & Dec.	"	1873		" (series B.)	1,100,000	7	April & Oct.	"	1894	94
Petersburg and Lynchburg (S. Side):							2d " pref. (series C.)	1,400,000	7	Feb. & Aug.	"	1894	75
State (Va.) Loan (S. F.)	800,000	7					" (series D.)	1,400,000	7	May & Nov.	"	1894	71 1/2
1st Mortgage (1859-70-75)	365,000	6					" Income (series E.)	1,700,000	7	"	"	1894	
2d Mortgage (1862-70-72)	378,000	6					Toledo, Peoria & Warsaw:						
Special Mortgage (1865-68)	175,000	6					1st Mortgage	1,591,000	7	June & Dec.	New York.		
Last Mortgage (1861 to 1869)	135,500	8					Terre Haute and Richmond:						
Phila., Germantown and Norris'n:							1st Mortgage (convertible)	94,000	7	March & Sept.	New York.	1866	
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105	Toledo and Wabash:						
Convertible Loan	292,500	8	"	"	1865	119	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	92
Philadelphia and Reading:							1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1875	75
" 1836	182,400	5	"	"	1860		2d M. (Wabash and Western)	1,500,000	7	"	"	1878	88
" 1849	2,856,600	6	April & Oct.	"	1870	93	Sinking Fund Bonds	152,355	7				
" 1861	106,000	6	Jan. & July.	"	1871	96	Equipment bonds	600,000	7				
" 1843	1,625,300	6	"	"	1880	96	Vermont Central:						
" 1844	804,000	6	"	"	1880	96	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	75
" 1845	101,000	6	"	"	1880	96	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	22
" 1849	67,000	6	"	"	1880	96	Virginia Central:						
" 1857 (convertible)	664,000	6	"	"	1886	100	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	
" 1856	60,000	7	"	"	1888		Mortgage (coupons)	198,000	5	"	Richm'd &	1872	
Bonds and mort. on Real Estate	596,579						Mortgage (coupons)	926,000	6	"	New York.	1884	
Phila., Wilmington and Baltimore:							Virginia and Tennessee:						
Mortgage Loan	312,000	6	Jan. & July.	Philadelphia.	1884		State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
Pittsburg and Connellsville:							1st Mortgage	500,000	6	"	New York.	1872	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	
Pittsb'g, Ft. Wayne and Chicago:							Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
1st Mortgage (series A.)	875,000	7	Jan. & July.	New York.	1912	102 1/2	Warren (N. J.):						
" (series B.)	875,000	7	Feb. & Aug.	"	1912		1st Mortgage	660,000	7	Feb. & Aug.	New York.	1875	
" (series C.)	875,000	7	Mar. & Sept.	"	1912		Warwick Valley, N. Y.:						
" (series D.)	875,000	7	April & Oct.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series E.)	875,000	7	May & Nov.	"	1912		Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series F.)	875,000	7	Jun. & Dec.	"	1912		Watertown and Rome:						
2d " (series G.)	860,000	7	Jan. & July.	"	1912	95	Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series H.)	860,000	7	Feb. & Aug.	"	1912		Western (Mass.):						
" (series I.)	860,000	7	Mar. & Sept.	"	1912		Sterling (\$289,900)	4,319,520	5	April & Oct.	London.	73-71	
" (series K.)	860,000	7	April & Oct.	"	1912		Dollar Bonds	850,000	6	"	Boston.	1875	93 1/2
" (series L.)	860,000	7	May & Nov.	"	1912		Albany City Bonds	1,000,000	6	Jan. & July.	"	76-76	100
" (series M.)	860,000	7	June & Dec.	"	1912		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
2d " (series M.)	2,000,000	7	April	"	1912	85	Elmira and Williamsport:						
Bridge Bonds	187,500	7	May & Nov.	Philadelphia.	1876		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Chicago Depot Bonds	59,500	6	May & Nov.	Chicago.	1865		Wilmington and Manchester:						
Pittsburg and Steubenville:							1st Mortgage	596,000	7	May & Nov.	New York.	1866	
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		2d Mortgage	200,000	7	"	"	1872	
Potomac and Waterdown:							Wilmington and Weldon:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	
Quincy and Chicago							Sterling, issued in 1858	144,500	6			1868	
1st Mortgage	1,200,000				1873		Company's endorsed by State.	150,000	6			1873	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. C.		
ALABAMA.																						
30 Jun. '60	65.0			50.6			Alabama and Florida	1,451,336			877,953	508,500	105,255	1,515,704	54.0			101,102	37,866			
28 Feb. '59	30.3			58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,965	30.3			55,791	31,852			
31 May '60	109.6			57.8	11	9	Ala. and Tennessee Rivers	2,281,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6			207,626	111,232			
30 Jun. '59	57.0			171.3			Mobile and Girard	1,500,000							57.0	238,791		76,773	21,006			
1 May, '61	469.3	13.5		49.4	40	28	Mobile and Ohio	12,000,000										1,402,858	695,370			
29 Feb. '60	88.5	28.4			23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,022	23,579	2,582,505	116.9			505,156	280,260	6		
ARKANSAS.																						
3 Nov. '58	38.5			107.5			Memphis and Little Rock	553,877			351,524	446,000	10,725	811,949								
CALIFORNIA.																						
30 Dec. '60	22.5						Sacramento Valley	1,493,850			793,850	700,000		1,493,850	22.5			230,251	104,594			
CONNECTICUT.																						
31 July '63	23.8		1.9		4	7	Danbury and Norwalk	347,940	66,483		307,060	100,000		422,290	23.8	46,938		65,900	36,666	5		
31 Jan. '64	122.4		15.5	75.1	16	29	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740	213,876	4,204,566	122.4	281,451		408,810	154,337			
31 Aug. '64	61.6	11.2	66.2		22	37	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000		4,280,709	72.8	458,245		1,232,307	885,219	17	217	
31 Dec. '64	74.0		8.9		10	12	Housatonic	2,439,775		23,200	2,000,000	191,000	47,900	2,685,438	124.0	203,329		428,518	160,702			
31 Dec. '63	57.0		1.3		7	15	Naugatuck	1,460,193			1,031,800	305,050		2,608,4	62.0	129,574		265,387	15,968	8		
29 Feb. '64	62.0		2.6		8	17	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0	172,124		212,553		117		
30 Nov. '63	48.5	3.5	9.3		3	3	New Haven and Northampton	2,305,204	28,748		1,010,000	650,000		2,363,942	66.0	211,836		78,631	34			
31 Dec. '64	66.0		5.9		8	12	New London Northern	724,336			658,805	51,000		810,982	66.0			270,672	54,299			
31 Mar. '64	61.3	1.0	63.8		29	75	New York and New Haven	4,721,932	764,877		3,572,800	2,000,000		6,612,367	117.4	570,410		424,772	720,462	12	118	
30 Nov. '64	59.4	7.0	8.2		18	17	Norwich and Worcester	2,463,983	149,711		2,338,600	607,000	10,962	3,228,531	66.4	344,463		631,728	244,471	7	98	
DELAWARE.																						
31 Oct. '60	84.3		10.7				Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631		138,970	41,466			
31 Oct. '62	16.2						Newcastle and Frenchtown	704,860		18,535	744,820		5,024	749,544	5.0			27,283	10,290	9		
FLORIDA.																						
'62	154.2			150			Florida															
30 Apr. '60	32.0		3.0	13.0	3	1	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0			7,857	3,635			
'62	59.9		5.0				Fla., Atlantic and Gulf Central															
'62	100.0	3.9	10.0	153.5			Pensacola and Georgia															
GEORGIA.																						
30 Jun. '60	86.7				16	7	Atlanta and West Point	1,192,399			1,250,000	126,000		1,597,386	86.7			418,036	205,827	8	125	
'62	92.6						Atlanta and Gulf—M. Trunk				733,700	129,500			30.0							
31 Dec. '60	53.0		8.7	70.9			Augusta and Savannah	1,032,939							53.0			168,938	95,612			
30 Apr. '60	43.5		23.7				Brunswick and Florida	755,000			151,887				31.0							
30 Nov. '60	191.0				53	62	Central of Georgia (and Bank)	4,366,500			4,366,500			6,590,173	229.0	879,468		1,715,025	764,574	10		
31 Mar. '60	171.0	61.0					Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,128,343	232.0			1,159,188	528,043	8	100	
30 Nov. '60	102.5				19	16	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5	228,241		404,618	212,676	19	72	
31 July '59	60.0				7	2	Moscow	774,244	162,534		669,950	249,000		1,026,880	60.0			202,714	110,516	8		
1 May, '58	58.1				8	4	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	58.1							
31 July '60	106.1	100.8	16.2		18	22	South Western	3,770,425			2,921,900	396,500	19,913	3,822,913	106.1				388,853	13		
30 Sep. '59	138.0				52	24	Western and Atlantic	5,901,497			built and own'd by State.				138.0			832,343	454,541			
ILLINOIS.																						
31 Dec. '64	220.0				49	32	Chicago and Alton	8,808,919		659,100	4,203,200	4,054,000		9,896,565	220.0	1,104,197		2,770,454	1,273,518	7	102	
30 Apr. '65	317.0	83.0	47.0		105	48	Chic., Burlington and Quincy	1,995,000	2,518,232		8,376,510	5,924,969		16,464,265	400.0	1,963,105		5,728,910	2,762,773	20	112	
1 Apr. '63	242.0			29.0	36	23	Chicago and Northwestern	12,325,889	510,983		3,731,316	8,335,000	226,641	13,147,138	242.0			1,083,054	448,508			
31 Mar. '65	181.8				59	69	Chicago and Rock Island	7,804,923		500,000	6,000,000	1,450,500		9,484,582	228.4	1,212,654		3,359,391	1,891,706	6	108	
31 Dec. '63	121.0	138.7	50.0		74	81	Galea and Chicago Union	8,040,164	1,306,988	625,451	6,028,400	3,506,000		10,952,115	134.0	1,484,093		2,201,481	1,279,405	6		
31 May '63	174.5	5.5	14.3		21	22	Great Western	4,039,561			1,648,561	2,350,000		4,214,342	180.0			742,097	377,476			
31 Dec. '64	454.8	252.5			126	78	Illinois Central	29,675,410			20,808,160	13,232,000		38,080,110	454.8	3,386,850		6,329,447	2,463,194	8	126	
1 Jun. '65	111.0				15	14	Toledo, Peoria and Warsaw	3,880,955	464,000		2,553,955	1,391,000		4,344,955	111.0			499,874	210,950			
31 Dec. '64	195.0	14	12.2		42	28	St. Louis, Alton and Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0			2,084,074	503,767	34		
INDIANA.																						
'62	108.0						Cincinnati and Chicago	2,080,453			1,106,679	1,006,125		51,772	108.0							
31 Aug. '67	109.0						Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,283,748	109.0			249,897	119,342			
31 Dec. '62	72.4				19	17	Indiana Central	1,667,039	274,081	26,641	611,050	1,254,600	15,500	3,126,341	72.4			442,893	158,541		72	
31 Dec. '58	83.8	20.2			23	19	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	104,889	3,456,108	83.8			448,858	230,834	9	100	
31 Dec. '64	84.0				15		Ind., Pittsburg and Cleveland	2,735,556			1,872,000	997,000		2,975,578	84.0	384,539		771,703	307,832			
1 Dec. '62	78.0		11.0		15	14	Jeffersonville	1,549,518		278,534	1,015,907	621,000		2,175,223	108.0	312,859		527,863	265,156			
31 Mar. '64	86.0	46.0	3.0		17	10	Indianapolis and Madison	1,464,347			819,900	640,000		1,588,763	86.0			153,172	117,941	6	100	
'68	288.0						Louisv., N. Albany and Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	288.0			645,827	371,400			
30 Nov. '64	73.0				21	28	Terre Haute and Richmond	1,983,150		169,379	1,900,150	88,000		3,063,108	73.0	370,555		1,007,979	521,254	18	159	
IOWA.																						
1 Jun. '58	75.5			201.5			Burlington and Missouri	1,514														

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Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Cars.		Engines.		Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		
					Passenger.	Freight, etc.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.						
																				No.	No.	No.
30 Nov. '02	55.0				6	4	74	MAINE.	1,050,000	*		151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461			
30 Jun. '01	149.0		25.0		41	17	349	Androscoggin	6,788,205	867,731		2,494,900	3,068,491		7,983,476	149.0	oper. by	172,113		45		
30 Sep. '01	63.0	9.5	8.0		12	11	120	Atlantic and St. Lawrence	2,871,264			1,287,779		271,143	2,999,998	109.5	139,963	172,113	91,487			
31 May, '03	99.7	9.5			13	20	231	Kennebec and Portland	4,211,878		21,925	1,050,860	3,068,491	139,952	4,259,308	109.2	186,240	323,032	174,028			
31 May, '05	61.3				12	4	119	Maine Central	1,491,207		100,000	1,500,000			1,690,004	51.3	161,056	450,222	236,767	6	96	
31 May, '09	37.0							Portland, Saco and Portsmouth	783,763			169,200	556,000			37.0		55,493	28,404			
30 Sep. '02	279.6	7.2			225	100	3,000	MARYLAND.	21,324,873	3,621,755	3,990,254	16,151,962	10,781,833	630,555	33,673,564	286.8	1,983,769	4,481,859	3,054,653	6	115	
30 Sep. '03	30.0				7	33	167	Baltimore and Ohio	1,650,000			1,650,000			2,232,262	39.0		778,417	628,589	9	127	
31 Dec. '04	138.0	4.0	25.0		60	47	3,529	Washington Branch	7,947,041	1,104,744	123,775	3,344,880	4,850,000		12,273,647	261.0	1,099,348	3,051,669	1,085,387	11	44	
30 Nov. '04					8		7	Northern Central														
30 Nov. '04	26.7	1.8	16.8		24	38	534	MASSACHUSETTS.	9,971,981	249,748		8,500,000	3,806,000	169,363	12,475,393						11	
30 Nov. '04	74.3	8.8	51.1		36	78	720	Boston, Hartford & Erie	2,452,248	183,345	300,753	1,830,000	610,000	12,826	2,996,346	70.9	413,213	650,999	182,610	6	97	
30 Nov. '04	47.0	7.0	32.5		36	78	720	Boston and Lowell	3,884,161	476,975		4,076,974			4,911,728	164.3	737,505	1,272,600	443,332	8	112	
30 Nov. '04	44.6	24.0	60.8		32	69	309	Boston and Malden	2,958,000	202,000		3,160,000	27,720		3,608,169	83.6	457,640	1,172,340	393,908	9	124	
30 Nov. '04	46.0	1.1	2.7		7	15	41	Boston and Providence	4,062,584	437,416	100,000	4,500,000		229,061	5,557,510	83.6	638,622	1,471,985	487,564	10	120	
30 Nov. '04	60.0	2.4	9.6		12	23	158	Boston and Worcester	907,760	123,865		681,666	102,900		1,103,581	47.1	82,108	161,203	78,265	6	60	
30 Nov. '04	44.2	30.5	27.5		31	74	469	Cape Cod Branch (par 60)	1,614,376	187,560		1,591,100	250,000		2,079,944	52.4	223,318	472,321	165,932	6	95	
30 Nov. '04	61.0	42.5	75.8		25	35	457	Connecticut River	3,986,179	529,765	264,102	3,555,000	1,067,200	237,200	5,059,400	89.0	527,236	1,040,189	460,423	6	95	
30 Nov. '04	12.4	2.3						Eastern	3,189,851	350,149		3,540,000			3,846,855	93.4	434,622	868,352	309,241	8	103	
30 Nov. '04	14.5	17.2			10	17	240	Fitchburg	532,883	30,275		200,000	75,000	3,374	566,912		Oper. by Boston & Lowell					
30 Nov. '04	20.1	1.5	1.2		4	17	66	Lowell and Lawrence	558,919	96,684		600,000		50,465	809,362	71.0	185,647	291,618	63,019	8	115	
30 Nov. '04	33.0	0.7			5	6	25	Nashua and Lowell	460,527	46,018	14,000	500,000	219,500		719,500	36.7	54,212	220,820	43,527	7	102	
30 Nov. '04	98.5	8.8	27.5		26	66	488	New Bedford and Taunton	1,314,916	82,830		788,047	102,900	187,590	2,048,537	36.7	94,748	83,492			10	
30 Nov. '04	48.4	1.0	14.9		14	18	163	N. York and Boston Air Line	3,923,876	334,502		3,609,000	452,000	461,350	4,512,950	107.3	510,010	964,030	469,932	8	106	
30 Nov. '04	16.9				5	2	60	Old Colony and Fall River	1,409,307	213,182		1,700,000			1,700,000	44.4	236,408	470,978	159,118	8	140	
30 Nov. '04	6.1							Providence and Worcester	382,470	81,543		243,305	226,900	727	470,931		Oper. by B. & L. Co.		17,500		110	
30 Nov. '04	69.3	8.0	5.5		11	13	180	Salem and Lowell	3,057,916	207,343	248,495	2,214,225	924,960		3,932,547	77.3	151,327	342,297	134,363		42	
30 Nov. '04	160.1	17.3	126.6		75	63	1,149	Troy and Greenfield	10,175,943	1,095,713		5,150,000	6,287,520		14,989,859	218.0	1,430,223	2,996,854	1,178,712	10	125	
30 Nov. '04	45.7	9.8			10	12	149	Vermont and Massachusetts	1,088,898	116,000		1,141,000	76,000	51,390	1,268,390	45.7	194,712	338,285	127,005	7	95	
31 Mar. '05	93.6		5.6		14	10	232	Worcester & Nashua (par 83)	2,550,000	*		1,500,000	1,050,000		3,141,091	93.5		408,388	141,407		62	
30 Nov. '03	53.6		8.0		18	16	246	NEW HAMPSHIRE.	2,475,846		322,206	2,085,925	685,400		2,969,852	53.6	338,025	382,183	130,645	2		
31 Mar. '03	34.5				21	22	494	Cheshire	1,600,000			1,600,000			1,564,506	61.3		470,078	126,286	7	57	
31 Mar. '03	29.3		2.3		2			Concord (par 50)	1,065,345			1,000,000	12,300	20,904	operated by		Concord R. R.	83,524		7	195	
31 Mar. '03	29.3		2.9		2	4	80	Manchester and Lawrence	698,258	*		595,588	568,000			52.7		37,791	11,913			
31 Mar. '03	69.2	13.0	12.5		24	14	424	Merrimack and Conn. Rivers	3,068,400	*		3,068,400	220,700	59,114	3,248,214	82.0		336,846	153,718	4	80	
30 Apr. '03	24.7		2.2		5	2	60	Northern New Hampshire	1,480,730	*		600,000	760,000		277,210	24.7		81,121	13,183			
31 Dec. '04	64.2	11.0	8.1					Sullivan														
31 Dec. '04	63.9	32.2						NEW JERSEY.														
31 Dec. '04	60.2							Belvidere Delaware	3,396,285	*		997,112	2,193,000	252,584	3,443,097	75.2		501,886	146,101			
31 Dec. '04	64.0	26	61.0					Camden and Amboy	8,502,296	*	4,304,131	6,472,406	10,264,463			124.2		5,799,980	1,140,788	35	123	
31 Dec. '04	63.0							Camden and Atlantic	1,881,414	*		1,062,243	1,035,276	127,960	2,221,449	60.2		231,466	71,108		5	
31 Dec. '04	64.0	26	61.0		59	34	908	Central of New Jersey	9,203,924	1,078,538		6,500,000	2,000,000		9,764,509	90.0	948,218	2,537,184	1,305,630	20	122	
31 Dec. '04	63.0				45	24	43	Morris and Essex	4,057,275		55,000	3,041,950	1,164,500	31,200	4,536,916	53.0	270,000	570,764	171,755	7	116	
31 Dec. '04	33.8				2			New Jersey	3,799,809	492,000	1,649,022	4,397,800	685,000	145,000	5,990,452	33.8	610,427	1,563,907	777,626	10	150	
31 Dec. '04	21.3				2	6	17	Northern New Jersey	452,116	*		158,800	260,000	46,972	463,872	21.2	99,787	146,936	29,200			
31 Dec. '04								Raritan and Delaware Bay	2,596,481	*		2,269,700	1,534,000	544,426	4,440,026			229,476			65	
31 Dec. '04	18.2							Warren	2,008,300	*		1,407,300	600,000		2,608,300	18.2		290,022	120,510	6	46	
31 Dec. '04	38.5				47			West Jersey	1,461,219	*		688,400	706,000		1,284,400			207,952	91,544			
30 Sep. '04	30.0			20	104.0	5	10	NEW YORK.														
31 Dec. '04	48.9				8	8	140	Albany & Susquehanna	2,029,311	126,847		1,347,192	816,739	26,250	2,156,158	36.0	29,820	97,861	42,379			
30 Sep. '04	142.0		13.0		28	41		Atlantic and Great Western	2,651,285			919,153	1,777,500	159,417	3,039,343	48.9	166,207	458,441	80,873			
30 Sep. '04	68.3				32	37	600	Buffalo, New York and Erie	3,369,088			850,000	2,395,000	1,970	3,369,088	160.3	640,814	1,030,232	317,213	5	108	
30 Sep. '04	400.0	97.0	335.5		276	114	4,6,															



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.	
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Passenger.	Freight, etc.		Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.		
									Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.								Dividends.
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
PENNSYLVANIA.																								
31 Dec. '93	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*		1,763,506	3,856,000		5,634,039	100.0		360,215	171,286					
31 Oct. '94	65.0	2.0	7.0		21	13	438	Catawissa	3,634,000	*		3,350,000	284,000		3,634,000	148.0	316,747	380,489	149,013					
31 Oct. '94	52.0		9.7		12	13	82	Cumberland Valley	1,131,037	*		956,900	375,000		1,335,500	74.0	176,968	394,952	193,901	8	12			
31 Oct. '94	113.0		57.0		77	20	5,214	Del., Lackawanna and West'n	7,295,895	2,324,490		6,832,950	3,491,500	606,321	10,930,771	204.5	1,822,327	1,984,948	721,782	20	148			
31 Oct. '94	36.0	1.7	7.7		8	7	71	East Pennsylvania	1,259,164	132,946		604,190	598,400	8,299	1,210,889	37.7	153,041	233,560	202,009					
31 Dec. '94	78.0		10.0		16			Kimira and Williamsport	2,027,652	*		1,000,000	1,020,000		2,020,000	78.0	308,770	656,518	43,741	24	30			
31 Oct. '94	18.5		6.0					Erie and Northeast	700,000	*		600,000	400,000		1,000,000	18.5	153,520	486,788	189,007					
31 Oct. '94	81.0		2.6		5	9	153	Erie and Pittsburgh	1,588,878	192,509		256,500	900,000	637,886	1,794,386	81.0	71,850	163,502	65,456					
31 Oct. '94	36.0	18.0	17.7					Harrisburg and Lancaster	1,882,550	*		1,182,550	700,000		1,882,550	54.0	oper. by Penn.	R.R. Co.	7	56				
31 Oct. '94	42.0		1.3		44	3	3	Hempfield	1,616,458	41,341		1,809,565	1,000,000	100,000	2,909,565	32.0	21,760	50,103	7,966					
31 Oct. '94	33.5	14.5	11.0		6	16	4	Huntingdon and Broad Top	2,012,243	*		1,325,992	1,583,427	268,281	2,977,700	58.0	305,743	335,280	143,472					
31 Oct. '94	80.0		84.0		119	164	1,380	Lackawanna and Bloomsburg	3,160,403	465,406		1,335,000	2,024,578	149,014	3,508,592	80.0	356,571	698,596	301,041					
31 Oct. '94	70.0	17.5	53.0		51	4	2,713	Lehigh Valley	7,433,706	1,739,410		6,627,050	1,477,000	17,532	8,121,582	87.5	502,028	2,280,262	1,452,154	20	60			
31 Oct. '94	28.3	5.0	8.0					Little Schuylkill	1,371,868	*		2,646,100	960,000	61,152	3,667,252	oper. by Reading R.R.								
31 Oct. '94	130.5		63.3		31			Mine Hill and Schuylk. Haven	3,700,000	*		3,700,000			3,700,000									
31 Oct. '94	55.6	14.2	13.3		20	26	674	North Pennsylvania	5,550,418	517,375		3,150,150	3,105,705		6,255,855	69.8	320,638	741,977	349,401					
31 Dec. '94	300.8	56.1	319.0		290	173	4,926	Pennsylvania	27,639,576	3,385,315	5,604,810	19,860,060	16,634,840	43,520,356	356.9	5,846,778	14,759,037	1,065,112	10	67				
31 Oct. '94	17.0	3.0	22.0		18	45	101	Phila., Germant'n & Norrist'n	1,139,079	262,399		1,35	100	315,506	1,673,100	24.0	253,739	425,147	207,893	8	55			
31 Oct. '94	237.6		29.1					Phila. and (Sunbury) Erie	15,769,623	*		5,013,054	9,940,000	10,500	14,963,554	oper. by Penn. R.R. Co.								
30 Nov. '94	152.0	46.8	206.5		216	81	14,089	Philadelphia and Reading	18,995,276	5,736,480	734,788	20,972,323	7,271,879	27,716,253	509	5,328,229	9,289,341	4,308,150	15	52				
31 Oct. '94	28.2		24.3					Philadelphia and Trenton	960,404	*		992,200	250,000		1,249,200	28.2	175,447	324,006	477,658					
31 Oct. '94	96.0		81.6		41	100	964	Phila., Wilmington and Balt.	9,349,300	*		8,637,300	692,000		9,349,300	197.0	839,238	2,065,560	1,365,200	10	66			
31 Dec. '94	59.5		7.2		89.5	12	11	Pittsburg and Connellsville	3,277,466	163,004		1,770,414	1,500,000	69,233	3,666,877	72.0	256,176	315,723	101,569					
31 Dec. '94	468.3		108.5		187	99	2,020	Pittsburg, Ft. Wayne & Chicago	21,164,330	*		8,181,126	12,657,000		23,942,670	468.3	3,940,773	7,120,466	3,019,067	10	98			
31 Dec. '94	28.0		6.2					Shamokin Valley & Pottsville	1,178,773	112,824		500,000	791,597	Leas'd to Northern	1,270,373	87.07	226,318	107,490	10	40				
31 Oct. '94	26.4		3.3		7	16	28	Westchester & Philadelphia	1,813,526	102,983		684,036	1,009,095	162,312	1,855,448	26.4	118,668	273,232	149,817					
31 Oct. '94	29.6		3.5		6	4	362	Tioga	802,253	165,884		391,800	372,000	1,343	968,137	29.6	95,566	283,338	211,817	8	43			
RHODE ISLAND.																								
31 Aug. '95	50.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000	*		1,508,000	247,000			62.0	297,700	421,751	199,155	6	113			
SOUTH CAROLINA.																								
31 Dec. '98	54.9				47.4	4	3	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9		283,263	151,536					
31 Dec. '98	109.6				13	9	176	Charlotte and South Carolina	1,719,045	*		1,201,000	384,000			109.6		341,190	152,871	6				
1 Jan. '99	143.2	21.3						Greenville and Columbia	2,439,769	324,161		1,429,008	1,445,000	345,546		164.5		220,014	96,145					
28 Feb. '99	102.0							North-Eastern	2,011,652	*		985,743	960,410	108,172	2,057,325	102.0		1,499,636	701,943	7				
31 Dec. '90	136.0	106.0			62	59	790	South Carolina				2,643,833												
TENNESSEE.																								
30 Sep. '90	47.6							Central Southern (Tenn.)	1,021,439	58,133		505,214	514,600	99,110	1,137,707	47.6		29,967	19,187					
1859.....	30.0		1.8		12	10	171	East Tennessee and Georgia	3,637,367	*		1,289,673	2,020,000	200,000		140.0		318,718	187,466					
1859.....	140.0		8.0		10	10	128	East Tennessee and Virginia	2,310,033	166,264		536,654	1,902,000	390,407	1,902,000	130.3	150,142	297,806	149,167					
1860.....	271.6	19.4	20.0		43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,090	873,597					
1859.....	271.6	16.0	20.0		3.9	9	242	Memphis and Ohio	2,259,267	141,144		570,000	1,361,000	145,000										
1859.....	100.0		30.6		55.8			Memphis, Clarksv. & Louisv.	2,000,000	100,500		298,721	740,000											
1859.....	59.0		40.1		7	5	119	Mississippi and Tennessee	1,137,400	*		798,285	584,949	319,518		59.4	69,870	177,256	60,029					
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		47.4	54,175	83,129	44,666					
1859.....	34.2		7.0		12	2	81	McMinnville and Manchester	533,807	56,816		144,894	406,000		34.2	30,065	23,808	13,992						
30 Nov. '90	149.7	44.0	7.9		39	17	319	Nashville and Chattanooga	3,632,882	*		2,066,544	1,731,000		159.0		734,118	337,384	6					
1859.....	45.8		4.2		11.7	5	5	Nashville and Northwestern	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,963	87,243					
1859.....	30.0		0.6		8.0			Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248						
TEXAS, (all aided by State).																								
-- '98	32.0							Buffalo Bayou, Braz. & Col'do								32.0								
-- '98	56.0							Galveston, Houston & Henderson								56.0								
-- '90	50.0		1.5		75.0	2	1	Houston and Brazoria	1,250,000	*		275,000	240,000	171,560		50.0	31,300	32,670						
1 May '90	70.0		6.0		280.0	7	6	Houston and Texas Central	4,232,345	*		455,000	975,000	369,000		70.0	102,200	282,846	196,568					
-- '99	25.0				110.0			San Antonio & Mexican Gulf								25.0								
VERMONT.																								
31 May '94	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741	*		1,650,000	800,000		3,036,338	90.7	139,877	308,850	167,430					
31 Aug	119.6		16.0		26	25	558	Rutland and Burlington	3,991,706	556,275		2,233,376	3,257,471	595,219	6,386,166	119.6	449,351	423,027	112,163					
31 Aug	62.5	2.0	4.9		10	9	240	Rutland and Washington	950,000	256,683		1,097,000			1,206,683	62.5	136,761	185,474	67,785					
31 May	117.0	2.0	21.0		42	46	841	Vermont Central	8,402,055	*		5,000,000	3,500,000	1,500,000	10,000,000	117.0	836,269	941,045	262,887					
31 May	47.0	8.5	4.1		9.7			Vermont and Canada	1,687,500	*		1,687,500			1,687,500	oper. by Vt. Central				8	100			
30 Jun. '93	23.7		0.9		4	6	39	Vermont Valley	1,212,274	89,612		516,164	793,200		1,301,886	23.7	48,995	61,267	26,451					
30 Jun. '93	59.0	5.5	3.6					Western Vermont	1,083,500	*		332,000	700,000			oper. by Troy & Boz.		53,852						
VIRGINIA.																								
1 Aug. '59	41.3				122.1			Alex., Loudoun & Hampshire	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194									





## New York Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2.

## FEDERAL STOCKS:—

U. S. 5s, 1871, reg.	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---
U. S. 5s, 10-40s, coup.	97½	97	97	97	96½
U. S. 5s, 10-40s, reg.	---	97½	---	---	---
U. S. 6s, 1881, reg.	107	---	107	107	---
U. S. 6s, 1881, coup.	107½	107½	107	---	106½
U. S. 6s, '81, O.W.L.y.	---	---	---	---	---
U. S. 6s, 1881, " 4y.	---	---	---	---	---
U. S. 6s, 1887, reg.	---	117	---	---	---
U. S. 6s, 1883, reg.	---	---	---	---	---
U. S. 6s, 1883, coup.	---	---	---	---	---
U. S. 6s, 1 year certif.	97½	---	97½	97½	---
U. S. 6s, 5-20s, coupon 105	106	108	107	106	105½
U. S. 6s, 5-20s, new " 104	105	---	105	104	104½
U. S. 6s, " reg.	---	105½	---	---	---
7.30 Notes, 1st series.	---	---	---	---	---
" " 2d series.	99½	99½	99½	99	99
American Gold.	143½	145½	---	144	145½

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W. 23. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.

Cattawissa	12½	12½	---	---	---
" preferred	25½	26	25½	---	---
Camden & Amboy	124	124	---	---	123½
" " 6s, '87.	---	---	---	---	---
" " 6s, '70.	---	---	---	---	---
" " 6s, '75.	---	---	---	---	---
" " 6s, '83.	90	90	---	---	---
" " 6s, '89.	---	---	---	---	---
" mort. 6s, '89. 98	---	---	97½	---	---
Chester & Del. Canal 6s '86	---	---	---	---	---
Del. Div. Canal	---	---	---	---	31½
Kluir & W. Import	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 7s.	---	---	---	---	---
Harrisburg	---	---	---	---	---
Lehigh Navigation	57	---	58	---	---
" " 6s, '70.	---	---	---	---	---
" " 6s, '84.	---	---	93½	---	---
Lehigh Valley R. R.	60	---	---	---	---
" " 6s.	95	---	---	---	---
Little Schuylkill R. R.	---	---	---	---	---
" " 7s.	---	---	---	---	---
Long Island	---	---	---	---	---
" " 6s.	---	---	---	---	---
Minehill	55	55	55½	---	---
Morris Canal	---	---	---	---	---
" " pref.	---	---	---	---	---
" " 6s, '70.	---	---	---	---	---
North Pennsylvania	23½	---	---	---	---
" " 6s.	84½	84½	---	---	---
" " 10s.	---	---	---	---	---
Northern Central	---	---	---	---	---
Pennsylvania R. R.	57½	58	57½	57½	57½
" " 1st m.	---	---	---	---	---
" " 2d m.	---	---	---	---	---
Penn. State, 6s.	---	---	---	---	---
" " 5s, coupon.	92½	---	91	---	---
" " 6s, W. L.	---	---	---	---	---
Philadelphia City, 6s.	---	---	---	---	---
" " new.	92	92½	92½	92	92
Philad. Germ. & Nor.	---	55	---	---	---
Phila. & Reading	53½	53½	53½	52½	52
" " 6s, '86.	---	---	---	---	---
" " 6s, '70.	93	---	---	---	---
Philadelphia & Erie	22½	22½	---	---	---
" " 6s.	---	---	83	---	---
Philad. & Sunbury, 7s.	---	---	---	97	---
Schuylkill Navigation	21	23	23	---	---
" " pref. 30s	31½	31½	31½	---	31½
" " 6s, '82.	---	---	---	---	---
" " 6s, '76.	---	---	---	---	---
" " 6s, '72.	---	---	---	---	---
Sunbury and Erie, 7s.	---	---	---	---	---
Susq. Canal	---	8½	---	---	---
" " 6s, '78.	---	---	---	---	---
Union Canal, pref.	---	---	---	---	---
" " 6s, '83.	21	---	---	---	---
West Br. Canal 6s '78.	---	---	---	---	---
Wyoming Valley Canal.	54½	54½	54	---	---
" " bonds.	---	---	---	---	---
Arch street, (Horse)	---	---	---	---	---
Chestnut & Wal.	---	---	---	---	---
Green & Coates, "	---	---	---	---	---
Race and Vine, "	10	---	---	---	---
2d and 3d streets, "	---	---	---	77	---
Spruce & Pine, "	---	---	---	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Aug. 1.

W. 23. Th. 27. F. 28. Sat. 29. M. 31. Tu. 1.

Baltimore City 6s, 1875.	---	---	---	---	29½
" " 1886.	---	---	99½	---	99
" " 1870.	---	---	---	---	99
" " 1890.	100½	---	100½	100½	---
Balt. and Ohio	---	---	---	---	---
" " b'ds, '62.	---	---	---	---	---
" " " '67.	---	---	---	---	99
" " " '75. 98½	---	---	---	---	---
" " " '80.	---	---	---	---	98½
" " " '85. 100½	100½	---	---	---	---
Northern Central	---	---	---	---	---
" " b'ds, '85.	86½	---	86½	87	87
" " " '95.	---	---	---	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending Aug. 2.

Th. 27. F. 28. Sat. 29. M. 31. Tu. 1. W. 2.

Boston and Lowell	92½	---	97	---	---
Boston and Maine	112½	---	---	112½	---
Boston and Providence	---	---	---	---	---
Boston and Worcester	122	---	---	120	---
Cheshire, pref.	43	43	43	43	---
Concord	---	---	---	---	---
Connecticut River	---	---	---	---	---
Eastern, Mass.	95	---	97½	---	95
Eastern, N. H.	---	---	---	---	---
Fitchburg	103	103	---	103	---
Manchester & Lawr'ce.	---	---	---	---	---
Michigan Central	108	---	---	---	---
Northern, N. H.	80	---	80	---	---
Old Colony and Fall R.	---	---	106	106	---
Ph. Wil. & Baltimore	66½	---	66½	---	66½
Port'd, Saco & Ports.	95	---	96	---	---
Vermont & Canada	---	---	---	---	---
Vermont & Mass.	42	---	---	---	---
Western	123½	124	124	---	125
Broadway (Horse)	---	---	---	---	---
Cambridge	---	---	---	---	---
Metropolitan	50	56	50	50	---
Middlesex	---	63	---	---	---
Central Mining Co.	---	---	---	---	---
Franklin	34½	35½	---	34	---
Isle Royale	10½	---	---	---	---
National	---	---	---	---	---
Minnesota	7	---	---	7	---
Pewabic	34	---	---	33½	---
Pittsburg	57	60	---	---	---
Quincy	54	54	---	54½	55
Rockland	2½	---	---	---	---

## London Stock Exchange.

The following were the closing prices for American Securities on the 18th of July:

Maryland 6s.	62	to	64
United States 6s, 1881	71½	"	72½
Do. 6s, 1874	48	"	50
Virginia State 5s	45	"	50
Do. 6 per cent.	38½	"	39½
Atlantic and Great Western,	---	---	---
N. Y. sec. 1st mort., 1880, 7 per cent.	73	"	75
Do., 2d mort., 1881	73	"	75
Pennsylvania, 1st mort., 1877	76	"	78
Do., 2d mort., 1882	71	"	73
Erie shares, \$100 (all paid)	54	"	54½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55	"	60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	50	"	55
Illinois Central 6s, 1875	79	"	81
Do. do. \$100 shares, \$90 paid, dis.	43	"	42
Do. do. \$100 shares, all paid.	88½	"	89½
Marietta and Cincinnati Railroad Bonds.	68	"	70
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82, x. c.	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. \$100 shares.	---	---	---
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. \$100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	96	"	100
Do. 2d mortgage 7s, 1872	103	"	105
Pennsylvania, 1st mort., 6s, Convertible	81	"	83
Do. 2d mort., 6s, do.	82	"	84
Do. \$50 shares	35	"	40
Philadelphia and Reading, \$50 shares	33	"	35

## American Railroad Journal.

Saturday, August 5, 1865.

## Stock Exchange and Money Market.

If the Treasury has been called on to employ its whole resources, it is no wonder; for it is now ascertained at the proper office in Washington, that in April last there were upwards of a million of men on the pay rolls of the army. And full payment is being made them, and millions are being put in circulation by these veterans as they return to their homes. We learn that notwithstanding this enormous disbursement, the Treasury is by no means impoverished. The receipts for customs are expected to average ten or eleven millions per month; those of July actually exceeding thirteen millions.

At the Sub-Treasury in this city the total balance on hand at the end of July was stated at \$60,994,609 64. The following is an official state-

ment of its transactions up to the 31st of July last, and our foreign readers will at a glance perceive from its examination, the magnitude and extent of the financial operations of the Government even at this one point, noting at the same time, the ease and precision with which such enormous sums are handled in this country.

## RECEIPTS AND DISBURSEMENTS.

July 1, 1865, by balance.....\$6,990,899 16

Receipts during the month—

On acct of customs	\$9,908,190 66
On account of loans	8,177,651 66
On acct of inter. rev.	607,344 35
On acct P. O. dept.	143,479 24
On acct of transfers	9,843,000 00
On acct of patent fees	10,146 70
On acct of miscellan's	48,006,249 06
	76,696,061 67

Payments	\$83,686,960 83
Treasury Drafts	\$40,600,261 44
Post-Office Drafts	246,678 68
	40,846,940 12

Balance	\$42,840,020 71
By Balance, Cr. Disbursing accounts	\$28,292,964 47
By receipts during the month	44,787,012 75

To payments.....73,079,977 22

By Balance, Cr., Int. \$7,820,485 60

By appropriations... 637,740 00

To payments (gold). \$5,714,367 77

Do. notes.....33,547 03

By receipts for customs in the month of July 1865.....\$9,908,190 66

By receipts for customs in the month of July, 1864.....3,641,301 76

Increase in the month of July, 1865 \$6,266,888 90

By balance, Cr., bullion and expense account for Assay Office.. \$1,042,011 92

By coin received during the month.....\$72,443 23

By fine bars received during the month.... 82,955 21

To payments in coin..\$399,607 20

To payments in fine bars 132,154 86

Balance.....\$665,348 30

By funds in hand in assistant treasurer's office ....\$63,295,570 78

By funds in hand in assay office..... 661,330 97

By fine bars in as'y office..\$10,473 37

By unparted bullion in assay office.....782,630 11

Less temporary loan to be reimbursed.....\$3,164,805 11

Less due depositors... 590,590 48

Balance.....\$60,994,609 64

The Secretary of the Treasury receives general commendation for the business like way in which he is managing his department, and there is certainly in the commercial world a feeling of great confidence in his sagacity and general arrangements.

It is not singular that the department should find itself much occupied with its new sphere of duties, quite different from its former routine. Formerly the revenue was almost exclusively derived from customs' duties, and the consequence was that our secretaries were compelled to study our foreign relations with as much attention and for more practical purposes than even the secretaries of State. Alexander Hamilton gained his greatest reputation by his system of commercial regulations for the government of the Treasury, which have remained almost unchanged in principle and form from the first. Treasury documents have always had great importance in their foreign aspect, but it is now different. Our internal revenue is so important at this moment, as a financial resource, that there is real danger that commercial questions may not receive the attention they deserve. It is a well known fact that our commercial treaties at this moment generally require revision to make them more conformable to the necessities of commerce and the spirit of the age. Just before the war this view of the subject was taken at a public meeting of the most distinguished merchants of this city; an association for examining and revising the present system was organized, and committees were appointed to make reports on the condition of our trade with foreign nations. The war however put an end, at least for the time, to the deliberations of this body; but beyond all question they could be advantageously resumed, as trade is a permanent element of our prosperity, adapted to our geographical position, favored by our productions, and in harmony with the adventurous spirit of our people. We therefore hope that Mr. McCulloch will find time fully to investigate this subject, and be able to present to the country such suggestions as will enable the Government, in its future or existing foreign relations, to secure reciprocal advantages as far as may be practicable. Our foreign trade naturally enough appears to have decreased during the past year. Our imports from the 1st of July last, to 1st of July, were but \$98,927,919, against \$155,011,442 the same time the previous year, while the exports of domestic produce and miscellaneous goods were but \$82,542,561, against \$115,415,483, for the same period the previous year. The exports of specie for the same time in 1865, from this port were \$18,645,504, against \$31,013,830 the same period in the previous year. Nevertheless the amount of specie from California at this port at the same time, have been \$10,019,817 against only \$6,502,187 in 1864 for the same time. All these facts are interesting, since they show the tendency of business to adjust itself to its wants and requirements, forever contradicting the expectations of mere theorists. Abuses, corruption, waste are all injurious to the people, and the economy of American Government has hitherto been its distinguishing characteristic. To this state of things we must return, if we would be prosperous and happy. We look forward with interest, to the statements of the Treasury department for some vindication of its future policy, which we doubt not will be in accordance with public expectation. The first turn towards a sound condition of things will be eagerly welcomed. And the first palpable improvement must be in the currency. This is the pivot of the future.

It is well understood that a large class of operators, many of them in foreign interests, are expecting that gold will again be quoted at a large premium.

No revulsion has yet come on us even out of our enormous war expenditures; and failures so largely anticipated, and actually taking place abroad on a very large scale, have been quite exceptional here. So that we really may look our financial condition in the face without very serious apprehension.

The attempt made to accustom the people to a heavy public debt, as a load not only easy to bear, but a pleasant and beneficial one, is one which can have no aid from us. Debt and taxation always grind the faces of industry and labor, which are the condition of much the largest portion of men; and no Government that ever yet existed can be safely trusted with large expenditures of money.

We cannot conceive of a more disastrous state of things than any further enhancement of the price. It is absolutely destructive of all sound financial transactions, foreign or domestic; demoralising in effect, and sure to break down the real producing interests of the country, which cannot afford to expend all its earnings for mere subsistence, and in the payment of taxes—the condition of the majorities of the people of this country, under the effect of continued high prices for gold, and a depreciated currency. Even capital recoils from enterprise when uncertainty attends its operations; and ill fares the land where speculation is the great business or calculation of the population, or suddenly acquired wealth is the study and the object of life.

We should not forget that we must have an American policy more fixed than ever. No matter what foreign nations may now admit with regard to us, they are one and all inspired by the single wish to make all the money they can out of us, and they would not care, except so far as their own interests are concerned, whether or no the United States were to become insolvent tomorrow. On the contrary, many foreign powers would probably rejoice at such an event. The constant refutation of their old theories and systems, which our prosperity furnishes, rankles in their breasts; and what we have to do, is to take care that our policy shall survive and triumph, and that recognising a truth as old as the world—that debt is destruction—get rid of it as soon as possible, and all its subterfuges and contrivances.

And we have only to encourage this feeling, a feeling of high morality as well as interest, to succeed. We believe that if the American people, like those of England, were under the moral conviction that the public debt would never be paid, and never could be, they would give up in despair; as ready to be "Cossack as Republican." The Press does nothing more than its duty, therefore, in urging economy, retrenchment, and the extinguishment of debt, as the basis of sound public as well as private morals.

We have from time to time noticed the arrivals of cotton at this port, always believing that a good deal of the article was yet to come into play. During one month of July the imports are given at 60,000 bales, and during the closing week of the month, the arrivals were 20,000 bales. Up to July 29, the total receipts for ten months

were 340,015 bales according to the regular reports. The cash value of the cotton received here in July is considered to be nine millions of dollars, and at this rate the whole value realized during the year from the article in this city is about forty-five millions of dollars, a sum of large influence in our financial movements.

The very heavy balance remaining in the Sub-Treasury, upwards of sixty millions, has attracted attention, and even been made the excuse of an assault on the Treasury department in certain quarters. This is a most extraordinary course of conduct. One would think that the spectacle of a full Treasury would just now be of all others the most gratifying, showing that our resources were ample, and our readiness and ability to pay our obligations undeniable. It will be a most pleasing circumstance, in our opinion, when our means continue to accumulate in advance of our necessities; the precursor of our return to a sound condition. We hope it will be our good fortune henceforward, from week to week, to announce heavy balances in the Sub-Treasury; for we shall need them for sometime to come. There is certainly a want of fairness in regarding this state of things as cause for censure.

There has been a decline experienced in some of the leading railway securities, and an improvement in others not the subject of particular combinations. These differences are duly noted in our usual tables. Governments have varied under the influence of causes of no permanent character. Money continues to be plentiful, but the price keeps up pretty well as borrowers in a speculative market are never scarce. The foreign demand for our securities continues. The gold market remains about the same. There is no demand for export, but only for customs, where the receipts continue to be large, and likely to exceed the estimates very considerably. The balance in the Sub-Treasury on Tuesday was exactly \$61,279,201, a sum larger than that held at its disposal in any other Government this day on the face of the globe.

Considerable anxiety is felt at the political condition of several of the States now in process of reconstruction. It would seem that there yet remains a class of agitators who will not accept the new state of things if they can help it; nevertheless, we are inclined to the opinion that it is a small one. It is the real interest of the Southern people to devote themselves henceforward to the arts of peace; war has been their worst enemy, and we have no doubt they will determine, from motives of self-interest alone, to apply themselves to industrial pursuits, and to a renewal of their trade and commerce with the North and West, which really retain no other than the old feeling of good will towards their misguided brethren. Geographically, physically, politically we are one people, and the sooner we settle down in this conviction the more prosperous we shall be. All the objects of Government, all the designs of law, all the efforts of trade and commerce, are but the working out of divine principles to make men virtuous and happy, life pleasant, and social life a brotherhood. It is the perversity of our nature which prevents us from seeing what is really our real good.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—



**New York.**—Illinois coupon bonds, 1875, 95; New York State 6s, 1874, 98½; do., 6s, 1866, 98¾; Milwaukee and St. Paul 1st mort., 73; N. Y. Central Subscription bonds, 95; McGregor Western R. R., 11½; Wilkesbarre Coal, 63; American Coal, 65; Central Coal, 53; Brunswick City Land Co., 9½; Western Union Tel., 73; Bank of Commerce, 104½; Corn Exchange Bank, 106; 4th National Bank, 101; Importers and Traders Bank, 105; St. Nicholas Bank, 100; Am. Ex. Bank, 115; 9th National Bank, 103; Continental Bank, 94.

**Philadelphia.**—Pittsburg 5s, 71¼; Allegheny Co. coupon 5s, 73; 17th and 19th streets R. R., 9; Hestonville R. R., 15½; Girard College R. R., 26; West Philadelphia R. R., 62½; Susq. Canal scrip, 44; West Branch Canal, 25; Hazleton Coal, 53; Fulton Coal, 6¼; New Creek, ¾; Locust Mt., 44; Big Mt., 5; Keystone Zinc, ¾; Lehigh Zinc, 30; Mechanics Bank, 28½; Adams Oil, 3; Big Tank 1½; Caldwell, 23½; Corn Planter, 2¼; Curtin, 3½; Crotzer, ¾; Cherry Run, 1¼; Daltzell, 4¼; Duncard, ¾; Densmore, 1¼; Dawson's Run, 2; Egbert, 1½; Excelsior, ½; Enterprise, ¾; Franklin, 1; Hyde Farm, 1½; Junction, 2¾; McClintock, 2½; Maple Shade, 8½; McIlheny, 1½; Mineral, ¾; Mingo, 2¾; Oil City Petroleum, 3; Oil Creek and C. R., 1½; Oak Ball, 2½; Perry, 1; Royal, 1; Rock Oil, 1½; Story Farm, ¾; St. Nicholas, 1½; Sugar Dale, 2; Slippery Rock, 1½; Tarr Home, 4; Wm. Penn., 1½. The latest quotations are: City 6s, 89@90; do., new, 92@92; State 5s, 90@91; do., coupon, 91@9½; do., 6s, W. L., 100@101; Phila., Wil. and Balt., 66½; Reading, 52¼@52¾; do., 6s, 1870, 93@94; do., bonds, 92@95; Camden and Amboy, 123@124; Penn R. R., 57½@57¾; do., 1st mort., 104@108; do., 2d mort., 100@101; Little Schuylkill R. R., 29@31½; Morris Canal, 75@76; do., pref., 116@116; do., bonds, 90@90; Wyoming Valley Canal, 53½@55; do., 6s, 90@92; Susquehanna Canal, 8¼@8½; do., 6s, 45@47; Sch. Nav., 23@23¼; do., pref., 31¼@31¾; do., 6s, 1882, 78@80; Union Canal bonds, 19½@20½; Delaware Div. Canal 30½@31½; do., bonds, 90@90; Elmira and Williamsport, 29@30; do., pref., 45@50; do., 7s 1873, 99@100; do., Chattie 5s, 70@78; Long Island R. R. 6s, 86@87½; Lehigh Coal and Navigation, 58@60; North Pennsylvania, 23½@25; do., 6s, 84½@85; do., 10s, 108@108; Philadelphia and Erie, 22@23; do., 6s, 93@95; Minehill, 55@55½; Catawissa, 12@12¼; do., pref., 25@25¼; Lehigh Valley, 59@60; do., bonds, 94@95½; Fifth and Sixth streets, (horse), 50@55; Second and Third, 75@77; Race and Vine, 9@10½; West Philadelphia, 60@64; Spruce and Pine, 20@24; Green and Coates, 30@34; Chestnut and Walnut, 48@49½; Arch, 14@16; Thirteenth and Fifteenth, 18@19; Girard College, 26@26½; Tenth and Eleventh, 46@48½; Norristown, 54@56.

**Boston.**—Northern (Ogdensburg)-2d mort., 32; Vermont Central 1st mort., 75; do., 2d mort., 22; Cheshire R. R., 6s, 90; Rutland and Burlington 2d mort., 18¾; Conn. and Pas. Riv. R. R., 6s, 92¾; Boston, Concord and Montreal 7s, 99; Western R. R. 6s, 1875, 98¼; Worcester and Nashua R. R., 95; Maine 6s, 1883, 91; Boston 5s, 1883, 91; Boston 6s, 1874, 100; Portland 6s, 1877, 92½; Boston Water Power Co., 28¾; Cary Imp. Co., 20; Franklin Coal, 21¼; Mam-

moth Vein Coal, 12¼; Macomb Lead, 1¾; Cambridge Gas, 99; Dorchester Gas, 54¾; Merchants Bank, 111; Suffolk Bank, 116; Blackstone Bank, 114¼; City Bank, 102½; Shoe and Leather Dealers Bank, 128¾; Appleton Bank, Lowell, 112; Bank of Republic, 109; Bank of North America, 98; Bay State Mining Co., 8; Brandon, 70@72; Copper Falls, 19¾; Dana, 1; Dudley, 50c; French Creek, 65c; Gt. Western, 75c; Humbolt, 2; Hancock, 7¼; Huron, 38; Mesnard, 2; Star, 2¼; St. Clair, 2¾.

**Baltimore.**—Marietta and Cincinnati bonds, 88½; N. W. Va. 1st mort., 96; do., 1st mort., 96; City Passenger R. R., 18¾; Copper Hill, 2.10; Santa Clara, 18½; Lake Chrome, 0.15; Canton Co., 41; Union Bank, 74; Bank of Baltimore, 105; Bank of Commerce, 25; Farmers and Merchants Bank, 45; Howard Bank, 10¾; Marine Bank, 30½. The latest quotations are: Balt. and Ohio, 115@120; do., 6s, 1867, 95@99; do., 1875, 98¾@99; do., 1880, 98½@100; do., 1885, 100@100½; Northern Central, 45¼@48; do., bonds, 1885, 86@87½; N. W. Va. 1st mort., 96@97; do., 2d mort., 95@98; do., 3d mort., 24@30; do., guar., 95@99; Marietta and Cincinnati 7s, 1891, 88@88½; Central Ohio 1st mort., 87@93; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-60, 34½@37¾; Western Md. bonds, 76½@77; do., guar., 96@96½; Maryland 6s, coupon, 1870, 99@100; do., Ins., 100@101¼; do., 1890, 100@102; Baltimore 6s, 1870, 99@100; do., 1873, 97@100; do., 1875, 99¾@100; do., 1886, 99@99¾; do., 1890, 100½@100; do., coupon, 100@102; do., 5s, 1838-70, 84@85; City Passenger R. R., 18½@19¼; Canton Co., 39@39½; Gardner, 0.75@0.90; Gas Coal, 1.00@1.75; Maryland, 0.25@0.40; North State, 0.25@0.25; Springfield, 0.95@1.05; George's Creek, 112@120; Santa Clara, 18¼@19; Balt. Chrome, 0.50@1.00; Bare Hill, 2.10@2.25; Atlantic Coal, 0.90@1.00; Mineral Hill, 0.95@1.00; Baltimore Coal, 150@200; Laurel Cannel Coal and Oil Co., 4.00@4.00.

#### Schoharie Valley Railroad.

At a meeting of the directors of this company, held at Canajoharie on the 25th ult., it was resolved to take immediate action for the building of the road, and the proper officers were accordingly instructed to issue proposals for the grading of the track as far as Fox's Creek. It was also resolved to direct the engineer to make a permanent survey of the route at once, and complete his estimates for the construction of the road. Five per cent. of the amount of stock subscribed has been collected and the articles of association filed in the office of the Secretary of State. The proper committees have been duly chosen by the directors, and everything put in order for carrying the enterprise forward to a successful and early consummation.

The proposed railway between Aleppo and the coast of Syria is now very likely to be carried out, the Porte having given a guarantee of eight per cent. on £1,300,000 on consideration of a port being formed at Seleucia, Pieria.

Holders of the Bonds of the Mississippi and Missouri Road are requested to send their names and address, with amount and description of the bonds held by them, to the office of the Treasurer, George T. M. Davis, No. 47 Exchange-place.

#### The National Debt.

The official statement of the public debt, as appears from the books of the Treasury Department, on the 31st of July, shows the amount outstanding to be \$2,757,253,275, divided thus, viz:

##### THE DEBT.

The debt bearing interest in coin is	\$1,108,662,641
On which the interest is	64,521,837
The debt bearing interest in lawful money is	1,289,156,645
On which the interest is	74,740,630
The debt on which interest has ceased is	1,527,120
The debt bearing no interest is	357,906,969
The total interest both in coin and lawful money is	139,262,468
The legal tender notes in circulation are as follows:	

##### THE LEGAL TENDERS.

One and two years 5 per cent. notes	\$39,954,230
United States notes, old issue	472,608
United States notes, new issue	432,687,966
Compound interest notes, act of March 3, 1863	15,000,000
Compound interest notes, act of June 30, 1864	197,121,470
Total legal tenders in circulation	\$685,236,269
The amount of fractional currency is	25,750,000
The uncalled for pay, requisitions and miscellaneous items of the War and Navy Departments amount to	15,736,000

##### MONEY IN THE TREASURY.

The amount of coin in the Treasury is	\$35,338,000
And of currency	81,402,000

Total amount in Treasury ..... \$116,739,632

The statement of the public debt, as appears by the returns and Treasury books on the 31st of July, as compared with that made on the 31st of May—two months ago—shows an increase of \$122,000,000 during the intervening period, owing in part to the extraordinary sums required to pay the arrearages due to the army—the entire public debt being \$2,635,205,753. The amount of legal tender notes now in circulation is \$685,236,269, or an increase from the 31st of May of \$26,075,700.

The work of extending the horse railroad from East New York toward Jamaica, began last week. It will be in use as far as Union Course on or before the 1st of September next. We understand that it will be continued to Jamaica immediately, if the citizens will subscribe for a fair amount of the stock.

The work on the east end of the Hoosick tunnel is progressing at the rate of sixteen feet per day. This enterprise, which was commenced about fifteen years ago, is likely to be accomplished, if the Massachusetts Legislature will continue its aid to the undertaking.

The Morris and Essex Railroad Company are vigorously prosecuting the construction of the extension from Hackettstown to Phillipsburg, and hope to have it completed by November next, so as to allow the transportation of coal and other freight, together with passengers from the various stations on the route.

The editor of the Portage city Register has seen a private letter which asserts that the road between Oshkosh and Ripon will be in running order before the first of June next, and also that the iron for the road will be purchased within the next thirty days. This gentleman is immediately connected with the enterprise and knows fully of what he speaks. And it urges the extension of the Road to that city.—*Milwaukee Wisconsin.*

**When the States came into the Union.**

The following is a list of the States constituting the Union, with the dates of their admission. Colorado and Nebraska had authority, but refused to form State constitutions. The thirty-six stars in our national flag are, therefore, designated as under:

Delaware	Dec. 7, 1787
Pennsylvania	Dec. 12, 1787
New Jersey	Dec. 18, 1787
Georgia	Jan. 2, 1788
Connecticut	Jan. 9, 1788
Massachusetts	Feb. 6, 1788
Maryland	April 28, 1788
South Carolina	May 23, 1788
New Hampshire	June 21, 1788
Virginia	June 26, 1788
New York	July 26, 1788
North Carolina	Nov. 21, 1789
Rhode Island	May 29, 1790
Vermont	Mar. 4, 1791
Kentucky	June 1, 1792
Tennessee	June 1, 1796
Ohio	Nov. 29, 1802
Louisiana	April 8, 1812
Indiana	Dec. 11, 1816
Mississippi	Dec. 10, 1817
Illinois	Dec. 3, 1818
Alabama	Dec. 14, 1819
Maine	Mar. 15, 1820
Missouri	Aug. 10, 1821
Arkansas	June 15, 1836
Michigan	Jan. 26, 1837
Florida	Mar. 3, 1845
Texas	Dec. 29, 1845
Iowa	Dec. 28, 1846
Wisconsin	May 29, 1848
California	Sept. 9, 1850
Minnesota	Dec. 1857
Oregon	Dec. 1857
Kansas	Mar. 1862
West Virginia	Mar. 1863
Nevada	Oct. 1864

The Allegheny River Bridge at Oil City is to be a suspension bridge of two spans of 325 feet each, and one semi-span of 162½ feet, the latter on the Oil City side. The platform will be thirty-five feet above the present level of the river, and will consist of a double track for teams, 17 feet wide, and sidewalks some five feet above the latter, and between the track and the suspenders. The platform is to be attached to the cable by nine suspending rods, without adjustments, and the cables, two in number, are to be composed of No. 10 hand-drawn charcoal iron wire, thoroughly wrapped throughout their whole length with annealed wire of a smaller size, by means of machinery, and made impervious to water by paint and other substances. They will be anchored into the abutments on the Oil City side, and with separate anchorage masses on the Latonia side.—*Oil City Register.*

The aggregate amount disbursed in Boston on the 1st ult., on account of dividends and interest was \$6,065,452. Of this sum \$181,528 are from Insurance, Mining, Steamboat, Hotel and other companies; \$2,866,871 from interest on bonds; \$1,406,100 from Manufacturing Company dividends, and \$1,660,953 from Railroad dividends. At the semi-annual period in January last the aggregate amount paid out was \$7,945,095. A year ago the amount paid was \$6,537,442, and the January preceding only \$6,117,393. The aggregate of the dividends this time does not vary materially from July 1864, the reduction by railroad and manufacturing companies being made up by the largely increased payments on Government securities. The changes in railroads are a falling off in Boston and Lowell from 3½ to 2 per cent.; Boston and Worcester 5 to 4½; Fitchburg 4 to 3; Michigan Central 6 to 4 per cent. cash, but pays

an additional stock dividend of 6 per cent., and Western 5 to 4 per cent. The following pass their dividends at this time: Cheshire, Lynn and Boston, Metropolitan, and Middlesex Railroads—the latter three horse roads. The horse railways it seems have been no more successful in Boston the past year than they were in other cities before the price of passage was made more nearly to correspond with the increased price of provender, wages, etc.

**Journal of Railroad Law.**

**RIGHT OF RAILROAD COMPANIES TO EJECT COLORED PASSENGERS.—THE VIEWS OF A PHILADELPHIA JUDGE.**

It is a well settled rule of law, as stated in a recent number of the JOURNAL, that Railroad Companies have the right to adopt and enforce all proper and reasonable rules for the regulation and conduct of their trains and of passengers riding thereon. A conductor may eject a passenger from the car, not only for misconduct, which is such as to disturb the peace and safety of the other passengers, but as well for noisy and disgraceful conduct, such as grossly profane or indecent language. But whether a conductor may eject a passenger on the sole ground of his color, is a question not so frequently discussed or so positively decided.

It appears, however, that the question has been brought before the courts in Philadelphia; and for the information of our readers we give the charge of Judge Allison to the Jury. The case is *Derry vs. Lowry*, and the plaintiff, who is a woman of color, sues the defendant, who is the conductor of a street passenger car, to recover damages for her forcible ejection from a car. The plaintiff alleged that she had been seated for a few minutes, when the conductor told her that no niggers were allowed to ride on that line, and that she must get out. Failing to comply with the conductor's command to get out, two men were called from the street, and the plaintiff was dragged out with great violence.

The conductor justified the ejection of the plaintiff by showing that the road had a rule that all colored people were to be excluded from the cars; that in obedience to this rule the defendant removed the plaintiff, on her refusal to go quietly.

ALLISON, J. charged the jury as follows:

The important question involved in this action is the right claimed by conductors of city passenger railways to refuse passage to persons of color, and to eject such persons from the cars of which they have charge, when entrance to the same is obtained without their knowledge or consent.

In most instances the conductor in charge of the car shields himself under an alleged regulation of the company of which he is an employee or agent. This is the case here, although in fact there was no such regulation of the Lombard and South street Passenger Railroad; the attempt to set up the existence of such a rule, enacted by the directors of the Company, utterly failed; but for the purposes of the case now under trial, I instruct you as a principle of law that the existence of such a by-law or resolution of the company, would not avail the defendant as a justification for the wrong complained of in the plaintiff's declaration. It would be proper to allow proof of the existence of such a regulation, to be given to the jury in mitigation of damages, to show that the defendant did not of his own motion with wicked and malicious intention inflict personal violence upon the plain-

tiff, but that he was acting under the instruction of the company whose servant he was, in ejecting her from the car.

The principles of law which govern city passenger Railway Companies, in no respect I am aware of, differ from those applicable to common carriers in general. They are companies chartered to carry passengers along a certain defined route, and between established termini. They are chartered for the accommodation of the community generally, and to this end the uses of the public highway of the city, along and over which every person without distinction of age, or sex, or nationality or color has a right to free and unobstructed passage, is to the extent defined in the several acts of incorporation given to those companies for the construction of their roads. But these grants by the Legislature were not intended to divert the highways of the city from the purpose for which they were established; to some extent they change the mode of transit over said highway; but the object of the grant was in aid of this common right of passage upon and over the streets of the city; it was to render travel more easy and convenient to those to whom the right belonged, and this right is a common right, it belongs equally to the rich and to the poor, to the black man as much as to the white man. A company claiming to exercise the power which the defendant, acting for his principals, the Lombard and South street road, sought to enforce as against the plaintiff in this action must show the most clear legislative authority as a justification. The charter of this company has been put in evidence, and it is not pretended that such an express power is therein contained. Nor can it be reasonably argued that such a power is taken by implication; for its exercise is not in aid of that which is by the letter of the charter granted to the company, but in its practical application is a restriction of its general corporate authority in violation of its public duty, and at war with the purpose for which the body was created. The rule that lies at the foundation of all corporate right is that the power shall be strictly construed that corporations should be permitted to do only that which they take by express grant or that which by implication is conceded to them, when necessary to the existence of the body corporate or requisite to carry into effect the letter of the charter itself. Neither branch of the proposition which is one of the plainest axioms of the law has been established by the defence; on the contrary the act of defendant was a clear violation of the rights of the plaintiff when he put her out of the car, because her skin was a few shades darker than his own. The letter of the charter of this company did not authorize it; and the act, so far from being justified under the reserved or implied grant of authority was in itself a violation of the obligations, and duties of the company who as a common carrier, are bound to carry every individual who, paying the amount of fare charged to others, desires to travel on the road, and as against whom no reasonable or well founded objection can be made on personal grounds.

The true principle is that a corporation created for the carriage of passengers has no right to exclude any class of persons, as a class, from the benefits of its mode of transportation. It may for cause either by or without a regulation ex-



clude individuals. A corporation of this description might as well undertake to make nationality or religion a ground of exclusion, as color, it would not be difficult to determine in advance the legal force of a by law excluding all Germans or Frenchmen, or Irishmen, or protestants, or catholics, Jews or Greeks as such from the passenger cars of the city; such an exclusion would not be tolerated by any intelligent tribunal; and yet in this the day of our corporative enlightenment, and freedom from a prejudice to which we were so long in bondage, a question can be seriously made before a court and jury, and practically enforced at the bar of public opinion, as to the right of an individual conductor or a company, to turn persons out of the passenger cars of the city with force and violence because of their complexion. Than this nothing can be more unreasonable; nothing in my opinion, is a clearer or grosser violation of the plainest principles of the law, and of the rights of individuals.

But it is asked, are these corporations powerless to protect themselves or the passengers whom they carry. By no means; they have a perfect right to exclude any one not a fit person to ride in their cars. Intoxication, profane or indecent language, the presence of one afflicted with an offensive or contagious disease, smoking in the cars, are but illustrations of the principle, because these are a reasonable offence to the travelling public; these of themselves constitute a ground for exclusion or removal; but the mere prejudice of one class against another, cannot be allowed to subvert or overthrow the cardinal doctrine of the equality of all before the law, in the maintenance of the sacred rights of power and of citizenship.

The argument which is used as a justification, for the exclusion of people of color from the cars, would shut them out from and bar against them our courts of justice, forbid to them the use of public ferries, bridges and highways, and rests not upon the principle of legal or moral right, but upon bald naked prejudice alone. It is our duty, gentlemen, in the discharge of our duties, you, in your sphere and I in mine, to cast aside all prejudice, that the law may vindicate its just claim to strict and impartial justice. And if, by the action of courts and juries, wrong has been done to that class of citizens to which the plaintiff belongs, it is time that such errors shall be contradicted.

The logic of events for the past four years has in many respects cleared our vision and corrected our judgment, and no proposition has been more clearly wrought out by them, than that the men who have been deemed worthy to become the defenders of the country, to wear the uniforms of the soldier of the United States, should not be denied the rights common to humanity, and this not only without law, but against law and the plainest principles of right and justice. The judge further charged the jury that the instructions of a principal to a subordinate to do an illegal act, such as to commit an assault and battery upon the person of a citizen was no justification of a subordinate for so doing, that such a plan could not shield a conductor of a car from his accountability before the law, to the person injured.

He also instructed the jury upon the question of the violence inflicted by the plaintiff upon the defendant; that if such violence was used in defence of her person when assaulted by the de-

fendant, and was no greater in degree than was necessary to defend herself against the attack made upon her person and rights, the law would justify her in the employment of such force. Nor would the use of excessive force by her in resisting a personal assault be a defence to her claim for damages; it may be taken into consideration by the jury upon the question of the amount of compensation to be given her but not as defence to the action.

That the jury, for a wrong like that complained of by the plaintiff, may go beyond mere compensatory damages, and may give vindictive damages by way of punishment. Verdict for plaintiff \$50 damages.

#### Lebanon and Pine Grove Railroad.

We understand that measures are being taken to immediately build the Lebanon and Pinegrove Railroad, on the line of the Union Canal Feeder. The distance from Pinegrove to Lebanon is only 27 miles, and it is also proposed to extend the road via the Lebanon and Cornwall Railroad, to connect with the Reading, Lancaster and Columbia Railroad, a distance of 18 miles. By this route all the iron works in Lebanon and Lancaster Counties could be supplied with coal at a much cheaper rate than they are now receiving it via the Lebanon Valley Railroad and from the Susquehanna Region. The distance from Pinegrove to Lancaster by this route is only 63 miles; and to Lebanon only 27 miles.—Pottsville Miners Journal.

#### La Crosse and Milwaukee Railroad.

The Circuit Court of the United States have just held a special term at Milwaukee to dispose of the litigation connected with the Eastern division of this road, and substantial progress has been made toward a final settlement of this protracted controversy. The practical result of all the decisions is, that the St. Paul Company will pay to the receiver on or before the 1st day of September next, in cash and coupons of the second mortgage, the sum of \$126,849, which, deducted from the amount required to be paid by the Minnesota Company to prevent a sale, \$571,130, leaves the sum of \$444,289 to be paid by the Minnesota Company on or before the 27th day of September next, to prevent an order of sale, which sale will take place six months after granting the order if payment as above is not made.

The portion of road covered by this mortgage and affected by this litigation, is the line of the old La Crosse road, from Milwaukee to Portage, a distance of ninety-five miles. The mortgages on this line to F. A. Palmer and the city of Milwaukee, which are prior to the second mortgage, amount to the sum of \$1,200,000; the second mortgage, \$1,571,139; making together the sum of \$2,771,139; which is undisputed. In addition to this amount, the following judgments were all rendered and docketed prior to the making of the Baines' mortgage, on the foreclosure of which the Minnesota Company was formed:

Chamberlin's judgment for.....	\$729,680 72
Cleveland judgment, about.....	80,000 00
Mercantile Bank.....	38,000 00
Sebre Howard.....	20,000 00

Making about the sum of.....\$767,089 72  
And with interest added on the Chamberlin judgment, over one million of dollars—all of which judgments are claimed to be liens on this property prior to the right of the Minnesota Company, and suits are now pending to enforce them.

The examination of these figures shows that the admitted mortgage liens on this property, prior to the Minnesota Company, are over \$29,000 per mile, and the mortgage and judgment liens, prior to the right of that company, exceed \$40,000 per mile.

With these facts before our readers, and the further fact that the securities of the Milwaukee

and Prairie du Chien road, a through route, with through business and entirely free from litigation, are now selling at less than \$20,000 per mile, we shall leave it for them to form their own opinion as to whether payment is likely to be made as required by the court to prevent a sale. We are informed that over eight-tenths of the second mortgage, and all of the judgments above-named, are owned or controlled by the Milwaukee and St. Paul Railway Company, of the directors thereof. And should a sale take place, it is not doubtful, under such circumstances, who will become the purchaser.—Milwaukee Sentinel.

#### Old Colony and Newport Railroad.

The annual meeting of this company was held in Boston on the 27th ult. From the report of the directors which was presented, we learn that the receipts during the year ending May 31, 1865, were: from passengers \$693,188 99; from freight, mails and rent, \$368,332 14—total, \$1,061,521 13. Total expenses, \$743,894 97. Net earnings, \$317,626 16. Balance of income of last year, \$127,032 45. Deducting dividends and U. S. tax there remains as income, May 31, 1865, \$124,950 75.

The indebtedness of the company May 31, was \$1,005,823 06. The increase over last year's indebtedness was caused mostly by purchase of land for change of location and enlargement of freight and passenger accommodation in Boston.

The President stated that the expenditures of the company the past year have been excessively large, owing to the high price of material and labor and extension of the road, &c., but that the receipts of the company since 1862 have nearly doubled. The number of passengers and the amount of tonnage has doubled since that time.

It was moved that a double track of ten miles in length be built the present year between South Braintree and Middleboro'. The motion was referred to the directors.

The following gentlemen were elected directors for the ensuing year: Alexander Holmes, of Kingston; Francis B. Hayes, Boston; George A. Kettell, Charlestown; Uriel Crocker, Boston; Benjamin Finch, Newport; Minot Tirrell, Weymouth; Oliver Ames, Easton.

The new Ferry Boat, "Susquehanna," recently constructed for the Erie Railway Company is one of the largest and finest ever built. Its length is 208½ feet, and its width, over deck, 64 feet. The cabins are built with arches, and have all the later improvements; the woodwork is of ash, trimmed with black walnut; the boat is lighted with gas; the decks are unusually high, metallic life boats are carried on the promenade deck, and are easy of access; and the boat is finished throughout in a very neat manner. The engines are reported to be of six hundred to seven hundred horse power. They have been fully tried.

The Susquehanna will run with the ferry boat Pavonia, long known as "the train boat" on the Pavonia ferry, from Jersey City to Chambers street in this city.

Eleven miles more of the McGregor Western railway was put in operation on the 1st inst. This road, as we learn, has all the business it is capable of doing, and promises to become one of the most important in Iowa. It has the right, under its charter, to extend across the State to the Missouri River, and has a land grant of 10 sections (6,400 acres) per mile to aid in its construction.

**A Pneumatic Railway** is to be built under the Thames river, England, to connect two railway stations. Piers will be built up within caissons sunk below the bed of the river, till they reach within a few feet of the river bed. Upon these will be laid the iron tubes which form the passage way for the railway. These tubes will be laid upon the masonry in concrete, the carriages of the railway will be impelled by the atmosphere working directly upon them instead of a piston, the carriages having a closely fitting collar or frame work of the sectional area of the tunnel, which answers the same purpose as a piston.

#### Railroad Earnings.—Weekly.

The earnings of the Grand Trunk Railway for the week ending July 22, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers .....	\$48,948 00
Express, freight, mails and sundries ..	4,036 00
Freight and live stock .....	66,478 00
<b>Total .....</b>	<b>\$119,462 00</b>
Corresponding week, 1864 .....	106,914 00

Increase.....\$12,548 00

The earnings of the Marietta and Cincinnati Railroad for the third week in July, 1865, were:

	1865.	1864.
Passengers.....	\$12,748 25	\$8,532 02
Freight .....	10,858 25	10,042 67
Mail, express & telegraph ..	1,100 00	1,189 58

**Total.....\$24,706 50**  
**Total this month to date .. 72,313 25**  
**Total for the fiscal year**

commencing Jan. 1 ..\$664,376 26 \$523,638 49

The traffic of the Great Western Railroad for the week ending July 28, 1865, was as follows:

Passengers .....	\$28,821 58
Freight and live stock .....	23,506 27
Mails and sundries .....	2,497 56

**Total .....**  
**Corresponding week of 1864 .....**

Increase.....\$10,932 28

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending July 21, were:

	1865.	1864.
Passengers .....	\$3,434 72	\$2,449 34
Freight .....	11,940 41	8,853 41
Express .....	130 22	104 16
Mail .....	296 58	296 58

**Total .....**  
**Receipts from January 1 to July 21:**

1865 .....	\$344,232 59
1864 .....	306,565 96

Increase.....\$37,666 63

#### Mountain Railways.

Pending the completion of the tunnel of 7½ miles through Mont Cenis, and which—as more than 4½ miles remain to be pierced—will yet require seven or eight years, Messrs. Brassey have taken steps toward the construction of a railway over the mountain, to supply the break of 47 miles now existing between St. Michel and Susa in the line of communication between France and Italy. An experimental line has been already constructed on the French side, between Lanslebourg and the summit, a distance of a mile and a quarter. Capt. Tyler reports officially to the Board of Trade that this experimental line possesses a mean gradi-

ent of one in thirteen, and a maximum of one in twelve. It passes round a sharp corner, joining two of the zigzags of ascent on a curve with about two chains radius, and was purposely constructed on the most difficult portion of the route. Horizontal driving wheels act on a middle rail. The importance of these results to the future of railway construction in mountainous countries can, therefore, hardly be over-estimated. Capt. Tyler says the railway will be safer than the road.

ENGINEER'S OFFICE OF THE SCHOHARIE VALLEY R. R.,  
 SCHOHARIE, N. Y., July 21, 1865.

**NOTICE TO CONTRACTORS.**—Sealed proposals will be received by the undersigned until the 2d day of September next, for the Grading, Bridging, Masonry, &c., of the Schoharie Valley Railroad.

The Company reserve the right to accept or reject any proposal without regard to terms. Satisfactory references must accompany the bids, and competent security will be required for the fulfillment of the contract, the payment of laborers' wages, &c., &c.

The profile, plans and specifications of the work will be ready for inspection, at the above office, on and after the 26th day of August next.

PETER HOGAN, Chief Engineer.

By order of the Board.

S. L. MAHAM, Secretary.

## Natural Lubricating Oil

FROM THE

## HICKORY FARM OIL CO.'S

### NEW WELL, NO. 2,

ON WEST HICKORY CREEK,  
 VENANGO COUNTY, PA.

This company are now receiving oil from the above well, of which they are exclusive owners, and are prepared to fill orders for delivery at this port or at the well.

The oil is of a specific gravity of 32 degrees Beaume, and has been pronounced, by all who have tested it, the best lubricant in the market.

Orders from railroad companies, jobbers and large manufacturers are solicited, and will receive prompt attention. Parties can at all times rely on a pure and uniform article. Office of the Company, No. 92 Maiden Lane, New York.

THE NEW YORK CENTRAL RAILROAD COMPANY,  
 TREASURER'S OFFICE, ALBANY, July 21, 1865.

**TWENTY-FOURTH SEMI-ANNUAL DIVIDEND.**  
 The Directors of this Company have declared a semi-annual Dividend of Three per Cent. on the capital stock thereof, free of the United States income tax, payable on the 21st day of August next.

Dividends in New York will be paid at the office of DUNCAN, SHERMAN & CO.; in Albany, at the Albany City Bank.

The transfer books will be closed at the close of business on MONDAY, the 31st day of July inst., and be reopened on the morning of THURSDAY, the 24th day of August next.

JOHN V. L. FRUYN, Treasurer.

OFFICE OF THE ERIE RAILWAY COMPANY,  
 No. 187 West St., New York, July 26, 1865.

**DIVIDEND.**—The Directors of this Company have declared a Semi-annual Dividend from the earnings of the road for six months ending June 30, of THREE AND ONE-HALF PER CENT. on the Preferred Stock.

Also, a Semi-annual Dividend of FOUR PER CENT. on the Common Capital Stock.

Both payable, less the government tax, on MONDAY, the 21st day of August next, at the Treasurer's Office, Erie-Place, to the registered holders of stock at the closing of the books.

The transfer books of both classes of stock will be closed on the afternoon of Saturday the 5th, and be reopened on Wednesday, the 23d day of August.

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HORATIO N. OTIS, Secretary.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,  
 NEW YORK, July 11, 1865.

**AT A MEETING** of the Board of Directors of this Company, held this day, it was

**Resolved,** That a DIVIDEND of FIVE PER CENT. in cash, free of Government tax, be paid on the 1st day of August next, to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

**Resolved,** That in pursuance of the measure recommended by the Shareholders' Meeting, held May 31st, 1865, and in order that the lands sold may be represented by a corresponding issue of Capital Stock, in accordance with the policy heretofore pursued by the Company in the issue of Canceled Bonds Scrip, the outstanding shares of this Company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the Company's books, on the first day of August next, in the proportion of one share for every ten held by them.

**Resolved,** That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the Company will retain the right to such fractional part at par.

THOMAS E. WALKER, Treasurer.

## Car Covering or Roofing.

**KINGMAN'S CEMENT WITH HEAVY CAN-**  
**VASS,** used by many roads as a substitute for Car  
 Duck. WILLIAMS & PAGE, Boston.  
 July 19th, 1865.

RICHMOND AND DANVILLE RAILROAD.

SUPERINTENDENT'S OFFICE,

Richmond, Va., July 12th, 1865.

**NOTICE TO BRIDGE BUILDERS.**—Proposals are invited by this Company for the rebuilding of 7 spans of their Bridge over James' River at Richmond. Spans 120 feet. Also for their Bridge of the Staunton River, 4 spans of 150 feet each, making an aggregate length in both Bridges of 1,440 feet, the masonry in both cases is uninjured, the original structures were on the Howe Truss plan, the Track Stringers sustained on the bottom chord. Proposals are invited for their rebuilding on the same plan, but proposals made for other plans will also be considered. Address the undersigned at Richmond, Va.

THOMAS DODAMEAD Superintendent.

## KING, SUTTON & Co., BANKERS and BROKERS,

(GLOBE BUILDINGS.)

61 & 66 BROADWAY, near Wall Street,  
 AND 17 & 19 NEW STREET, NEW YORK.

GOVERNMENT SECURITIES, STOCKS, AND  
 BONDS, Bought and Sold at the Board of Brokers.  
 Interest allowed on Deposits.  
 Petroleum and Mining Stocks receive special attention.

**CHARLES D. GIBSON,**  
 COMMISSION MERCHANT  
 AGENT FOR SALE OF

**RAILWAY IRON**  
 AND  
**EQUIPMENTS,**  
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AND  
**AMERICAN STEEL,**  
 54 William st., NEW YORK.

**J. B. JAMES'**  
**Rosendale Cement Works,**

MANUFACTURE a superior quality of ROSENDALE  
 HYDRAULIC CEMENT. Address

**J. B. JAMES,**  
 29 Cedar Street, New York.

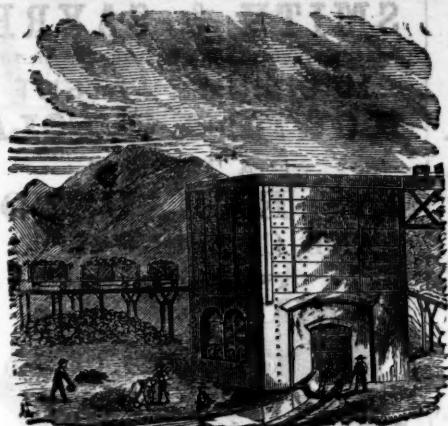
**HUDSON RIVER  
 CEMENT COMPANY.**

THIS Company is now prepared to furnish at the shortest notice, on the most favorable terms, **HYDRAULIC ROSENDALE CEMENT, NOVA SCOTIA CALCINED PLASTER, FARMERS' PLASTER,** and **MARBLE DUST,** all of full weight, and of a hue and superior quality.

This Cement is manufactured by the Company from a superior selected quality of Cement Stone, from its extensive Quarries at Rosendale, Ulster Co., N. Y., and has been very extensively used during the past eight years in the construction of **RESERVOIRS, CISTERNS, TANKS, BATHS, CELLARS, VAULTS,** etc., and for a variety of purposes "under water," such as **DOCKS, BRIDGES, MILL-DAMS, FOUNDATIONS** and **BREAKWATERS.** It is largely used for any sort of **dry concrete and Underwater Works.** Where strong work is needed, or dampness to be excluded, this Cement is unrivalled. It has the unqualified approbation of the most eminent **ARCHITECTS, ENGINEERS, CONTRACTORS** and **BUILDERS** in AMERICA, being used in most every department of the **Works under Government.**

It is put up, for shipping purposes, in tight, well-made, and thoroughly papered barrels—each barrel containing 300 lbs. of Cement—and shipped direct from the works at **JERSEY CITY, N. J.,** (opposite the City of New York), at all seasons of the year, thus avoiding all unnecessary handling. The better condition, therefore, in which its articles are received by purchasers makes it an object for them to purchase its **Hydraulic Rosendale Cement, Calcined Plaster, Farmers' Plaster, and Marble Dust;** and which, if used by persons of experience, never fail to give entire satisfaction. Orders, however extensive they may be, are respectfully solicited from **Dealers, Contractors, Railroad Companies, Masons and others.** Please address **Hudson River Cement Company, Jersey City, N. J.,** or **J. H. BUTTS, Secretary.**  
 N. B.—Freights obtained by good vessels on the best terms, and Insurance when required.





### HIGHLY IMPORTANT TO IRON MASTERS.

A large saving in the Manufacture of Iron can be insured by the use of

**RACHETTE'S IMPROVEMENT**

In the construction of

### IRON FURNACES

A better quality of Iron guaranteed and most favorable inducements offered for its immediate adoption. For particulars address

**CHARLES B. NORTON,**

Secretary Rachtette Iron Furnace Co.,

Sm-17 No. 17 WALL STREET, New York.

### W. & S. BUTCHER,

SHEFFIELD, ENGLAND,

No. 54 Beekman St., New York.

Have received by recent importations a full assortment of BUTCHER'S CAST STEEL FILES. Also, WM GOODLAD'S CAST-STEEL FILES.

6m-22

### NEW YORK

### Accidental Insurance Co.,

No. 141 Broadway, New York,

FOR INSURING AGAINST ACCIDENTS of all KINDS.

**CAPITAL, - - - - \$250,000.**

PRESIDENT: WILLIAM A. BAYLEY.

SECRETARY: EDWARD GREENE.

SIMEON BALDWIN, Chairman Executive Committee.  
EDWARD W. LAMBERT, M. D., Consulting Physician.  
SAMUEL W. ALEXANDER, Attorney.  
HENRY A. BILLS, General Agent.

The business of this company is the insuring against accidents of all kinds, whether by travelling or otherwise.

Annual premium on \$10,000, without compensation, \$30; with compensation of \$50 per week in case of injury, \$50. Smaller amounts insured at corresponding rates.

A person insured against death only secures to his family the sum for which he insures if he is killed, provided the death occurs within three months from date of the injury.

**IF AGAINST DEATH WITH COMPENSATION** the injured secures the amount for which he insures to his family in the event of death; and in case of personal injury the amount stipulated until he is able to attend to his affairs, or until twenty-six weeks.

#### GENERAL ACCIDENTS,

include the Travelling Risk, and also all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers or Murderers—the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation by Drowning or Choking; where such Accidental Injury is the cause of Death within three months of the happening of the injury, or of total disability to follow his usual avocations.

#### INDUCEMENTS:

The rates of premium are very low.

No MEDICAL EXAMINATION is Required, and those who have been rejected by Life Companies in consequence of hereditary or other diseases can effect insurance in this Company at a very small cost.

No better or more satisfactory use can be made of so small a sum.

### IMPROVED LOW Pressure Steam Warming AND Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

### THE CHEMICAL GOLD

AND

### SILVER ORE REDUCING COMPANY,

Assignees of the newly-patented process for the cheap reduction of Rock and Ores without Machinery.

Organized under the laws of the State of New York.

**CAPITAL, - - - - \$5,000,000.**

50,000 Shares of \$100 Each.

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OF EVERY DESCRIPTION, ON HAND, AND  
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AND

### Travelers' Insurance Co.

OF NEW YORK.

Office, No. 243 BROADWAY.

AUTHORIZED CAPITAL.....\$500,000.

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Are issued on the Mutual plan. All the Profits in this department are divided pro rata among the Policy Holders. All policies to be incontestable after five years from date, and non-forfeitable after two annual payments. A Loan of one third of the amount of premiums will be made; also, thirty days grace given in payment of premiums.

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Are granted covering Accidents of all descriptions, including the travelers' risk. If issued

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They provide for death, if caused by accident; but in case of injury only, the insured receives no compensation. If granted

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The full amount assured is payable to the family in case of death caused by accident and occurring within three months from the date of injury. Or, in case of injury causing disability, the insured receives a weekly compensation until he is able to attend to his business, such time not to exceed twenty-six weeks. The policy covers all forms of Dislocations, Broken Bones, Sprains, Bruises, Cuts, Gunshot Wounds, Burns and Scalds, Bites of Dogs, Assaults by Burglars, Robbers, or Murderers, the action of Lightning or Sun-Stroke, the effects of Explosions, Floods and Suffocation, by Drowning or Choking, and all other kinds of accidents.

Ten Dollars

Secures a general Accident Policy for

Two Thousand Dollars,

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For any length of time, from one day to twelve months, are on sale at the various Railroad and Steamboat Ticket Offices and Agencies.

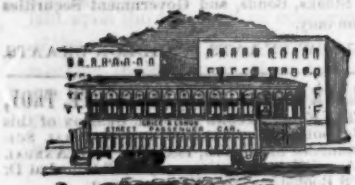
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Policies are granted insuring against death by accident while sailing in steamer or sailing vessels, also for special voyages.

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## STEAM PASSENGER CARS.



# GRICE & LONG

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FOR STREET AND OTHER RAILROADS,

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The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads. With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility. We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

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MANUFACTURERS OF ALL KINDS OF STEEL  
**Best Refined Tool Cast Steel,**  
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SICKLE, SHOVEL, FILE, HOE, FORK AND RAKE STEEL;  
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**Springs, Axles and Steel Tires, &c.**  
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Possesses the following Advantages over other Steam Gauges:

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- 4th. It is COMPACT, DURABLE and CHEAP. If broken it is easily repaired and at small cost;
- 5th. It has received the highest testimonials from some of the best Engineers and Railroad men in the United States, and is in use on many of the leading Railroads and in a large number of the Manufactories of this country.

Manufactured solely by the Patentee,

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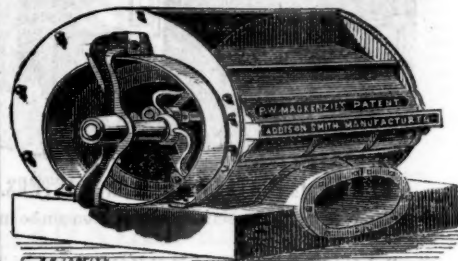
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## BLOWER & CUPOLA,

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THIS Blower is a Force Blast Machine, compact, durable and requires only one-third the power necessary to drive a Fan Blower. For all purposes where a pressure of Blast is required they are quite equal to cylinders, and can be driven with one-third the power, while their cost is trifling in comparison. We manufacture these Blowers and Cupolas to melt from 1 to 15 tons Iron per hour. They will save one-quarter to one-half the time required by the old style Cupola, and from 25 to 33 per cent. of coal. Address

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### INCORUSTATION POWDER.

ONE to two pounds a week will prevent scale, and insure a clean boiler; six to ten pounds will remove old deposit and without causing leaks. POSITIVELY NO INJURY from its use, and no foaming, as has been proved by four years' test. Cost 25 to 40 cents a week, which is amply repaid in saving of fuel. Every one-sixteenth of this non-conducting stone lining, or scale, requires 147 per cent. extra heat to generate steam, and injures the iron proportionately, say from 8 to 25 per cent. to go to repair account. JAMES MILHOLLAND, Reading R. R., has used it in over 100 engines.

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 We have used your Powder for 16 months past, and I can detect no injurious effects, either to our Boilers or Engines. I have no apprehension of its doing injury, or I would not continue to use it, as I could do, without it, but find the Locomotives steam better, consequently save fuel. It keeps our boilers tight, and does not foam, the flues and plates are clean and smooth, and I can detect no corrosion. N. S. CONGDON, M.M.

## Prince's Metallic Paint,

### AN INDESTRUCTIBLE COATING

FOR

## IRON, TIN AND WOOD.

IT consists of seventy-two parts Oxide of Iron, and twenty-eight parts Cement Lime Stone in the one hundred pounds.

It has much more body than red or white lead. It is warranted perfectly water and fire-proof and to withstand a greater heat on metals, without scaling, than any other paint in use.

It is a perfect cover for all kinds of iron, tin or wood-work, out-houses and canvas coverings. It prevents and arrests the corrosion of metals, and is not affected by the action of salt, gases, acids or ammonia.

As a coating for patterns of iron or wood, when mixed with shellac, it is much superior to beeswax, oil, or shellac alone as has been proven at the largest foundries in the country.

For patching boilers and making joints, it is considered superior to red lead, or any other preparation.

For cleaning metals it takes the place of crocus, rouge and emery, being better and cheaper.

This Paint requires no more oil than dry lead or zinc, and much less than the ordinary mineral paints. It is free from any waste, and possesses a spreading and covering power unequalled.

**T. E. RIMS,**  
 By the Barrel or Half Barrel, } **FIVE CENTS**  
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A liberal discount made to parties purchasing by the ton. A Barrel or Ton will be forwarded to any Railroad companies desirous of testing its qualities, for which there will be no charge if it does not give entire satisfaction. Also, Prince's Imperial Black Paint, and Prince's Protoxide of Iron.

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